THE

North-China Herald.

VOL. XI., N°. 502. SHANGHAI, SATURDAY, MARCH 10, 1860. PRICE, TAELS 15 ₱ ANNUM.

OFFICIAL NOTIFICATION.—It is hereby notified that from and after the 13th instant and until further orders, the *North-China Herald* is to be considered the Official Organ of all Notifications proceeding from Her Majesty's Legation and Superintendency of Trade in China.

HORACE RUMBOLD,
Secretary of Legation.

H. M.'s Legation, Shanghai, 13th June, 1859.

OFFICIAL NOTIFICATION.—It is hereby notified that from and after this date, and until further orders, the *North-China Herald* is to be considered the Official Organ of all Notifications proceeding from Her Britannic Majesty's Legation and Consulate General in Japan.

By Order, ABEL A. J. GOWER.

H. B. M.'s Legation, Yeddo, February 20th, 1860.

SHIPPING.

FOR SALE, FREIGHT OR CHARTER.

THE A. 1, British Clipper-barque *SEA WITCH*, 373 Tons Register, built of Teak—lately coppered and thoroughly repaired, and fully equipped for Sea.

For further particulars apply to

JOHNSON & Co.

tf Shanghai, 2d February, 1860.

FOR SALE.

THE well known Steam vessel *HONGKONG*, 141 Tons Register of 90 Horse power, (nominal) is of light draught of water, and well adapted for towing purposes. This vessel is in thorough repair, and was fitted with new Boilers with Copper Tubes in 1857, both machinery and boilers being now in perfect working order.

If not disposed of by private Sale she will shortly be offered at Public Auction.

For further particulars, apply to

LYALL, STILL & Co.

tf Hongkong, 14th January, 1860.

NOTICES OF FIRMS.

NOTICE.

THE Business of the undersigned will in future be carried on under the name of GEORGE THORBURN & Co.

Mr. JOHN MAITLAND is authorised to sign the name of the Firm.

GEORGE THORBURN.

31ma Shanghai, 1st March, 1860.

NOTICE.

THE Business of the undersigned will in future be carried on under the style and firm of DADABHOY & Co.

D. BURJORJEE.

31ma Shanghai, 1st March, 1860.

NOTICE.

MR. JOHN H. EVERETT is authorized to sign our Firm in China and in Hongkong.

AUGUSTINE HEARD & Co.

2ju Hongkong, 21st February, 1860.

NOTICE.

I have *this day* established myself in business at this Port as a *General Merchant and Commission Agent* under the style of DOW & Co.

JAMES DOW.
By his Attorney,
W. MARSHALL.

tf Shanghai, 18th February, 1860.

NOTICE.

MR. AUGUSTUS FIGGE has been admitted a partner in our firm since *the 1st instant.*

OVERWEG & Co.

26ap Shanghai, January 26th, 1860.

NOTICE.

THE Business of R. J. FARRERIDGE & Co. Manchester, will from and after *the 1st January*, 1860, be carried on in that City, under the firm of FARRERIDGE, HOLLIDAY & Co.

HOLLIDAY, WISE & Co.

tf Shanghai, 20th January, 1860.

NOTICE.

I have this day established a *General Commission Agency*, at this Port.

W. J. ALT.

tf Nagasaki, 6th January, 1860.

NOTICE.

THE business of *Public Tea Inspector*, hitherto conducted by Mr. JOHN BLAIN, will be continued by the undersigned.

BLAIN, TATE & Co.

tf Shanghai, 2nd January, 1860.

NOTICE.

THE business heretofore carried on in my name will, from this date, be conducted under the style of BLAIN, TATE & Co., in which firm Mr. JOSEPH PRIESTLEY TATE is a partner.

JOHN BLAIN.

7jy Shanghai, 2d January, 1860.

NOTICE.

THE Interest and Responsibility of Mr. F. REICHE in our Firm, ceased on the *31st December*, 1858; and the Interest and Responsibility of Mr. G. G. GRAY in our Firm, ceased on the *31st December*, 1859.

Mr. GEORGE TYSON, and Mr. HENRY S. GREW, are admitted Partners in our Firm from this date.

RUSSELL & Co.

tf China, 1st January, 1860.

NOTICE.

MR ROBERT FRANCIS is authorised to sign our firm.

BULL, PURDON & Co.

6ju 31mr Shanghai, 1st January, 1860.

NOTICE.

THE interest and responsibility of Mr. ROBERT BENTHAM ULLETT, in our Firm, *ceased on the 31st ultimo*; and Mr. JOSEPH LOVE, Jr., has this day been admitted a partner.

ULLETT & Co.

31mr Shanghai, 1st January, 1860.

NOTICE.

THE undersigned have established themselves at this Port as *General Agents and Commission Merchants.*

L. FRIEDEBERG & Co.

tf Nagasaki, 1st January, 1860.

NOTICE.

ON and after the *1st day of January*, 1860, the business of ISAAC M. BULL & Co., at Shanghai and Foochow and of JAMES PURDON & Co., at Canton and Hongkong, will be conducted under the Name and Firm of BULL, PURDON & Co.

ISAAC M. BULL & Co.

31mr Shanghai, 31st December, 1859.

NOTICES OF FIRMS.

NOTICE.

THE interest and responsibility of Mr. JOSEPH BLAND, in our Firm, cease on this date.

Mr. HENRY GEORGE HOLLINGSWORTH is authorised to sign our Firm per procuration.

SHAW, BLAND & Co.

31mr Shanghae, 31st December, 1859.

NOTICE.

THE business hitherto carried on by the firm of JAMES MACDONALD & Co., will from this date be continued on my account and in my name.

ALEX. CUSHNY.

tf Chang-le, 1st December, 1859.

NOTICE.

THE undersigned have established their firm at *Hongkong* and *Canton*, under the same style as at this port.

WETMORE, WILLIAMS & Co.

tf Shanghae, Sept. 20th, 1859.

NOTICE.

THE undersigned have this day formed a Partnership under the style of BENETT & LEIGHTON for the transaction of *Consulation Business.*

P. H. BENETT.
H. LEIGHTON.

tf Shanghai, 1st September, 1859.

INSURANCES.

ROYAL INSURANCE COMPANY OF LIVERPOOL.

CAPITAL TWO MILLIONS STERLING.

Trustees.

JOHN SHAW LEIGH, Esq. { JOHN NAYLOR, Esq.
CHARLES TURNER, Esq., *Chairman.*

THE Company is prepared to grant Policies of Insurance against Fire to the extent of £10,000 on any one Building or its contents.

The Policies of the Company are NOT SUSPENDED in the event of invasion or insurrection.

Premiums are payable in the Bills of any of the Local Banks or in other approved Paper.

BOWER, HANBURY & Co.,
Agents for Shanghai.

tf Shanghai, 1st January, 1859.

THE LONDON & ORIENTAL STEAM TRANSIT INSURANCE OFFICE.
(Established 1843.)

THE undersigned are prepared to accept RISKS (covered by protecting Policies at LLOYD'S and the various LONDON INSURANCE COMPANIES.) by the PENINSULAR & ORIENTAL STEAMERS between *Shanghai, Canton and Hongkong, Amoy, the Straits, Ceylon, the Presidencies of India, Suez, and England.*

The interest in the protecting Policies is assigned to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY, for the purpose of their becoming the Medium of Payment in the event of loss.

For RATES OF PREMIUM and other Information, apply to

M. FISCHER. *Hongkong.*
W. R. DALZIEL. *Shanghai.*
S. J. G. JELLICOE. *Singapore.*
T. H. THOMSON, *Calcutta.*
ROBERT FRANCK. *Madras*, or
JOHN RITCHIE. *Bombay.*

The undersigned will also accept Risks upon all *first class* Steam-ships (other than those of the Peninsular and Oriental Company) trading between the above mentioned Ports.

JAMES HARTLEY & Co.

London, 26th November, 1859.

RELIANCE MARINE INSURANCE OFFICE.

THE undersigned have been appointed Agents for the above named Company at this Port, and are prepared to Grant Policies on Merchandize by first Class Vessels to any part of the World, payable in *London, Bombay, Calcutta, Singapore, Hongkong* and *Shanghai.*

GIBB, LIVINGSTON & Co.

tf Shanghai, 1st March, 1859

"HAMBURG—BREMEN FIRE INSURANCE COMPANY."

THE undersigned having been appointed Agents in China for the above named Company are prepared to grant policies against fire at Shanghai to the extent of Mex. $35,000,—on one risk, as under:

1, On Buildings or on their contents.
2, On Ships, lying in port, or on their contents.

For further particulars apply to

WM. PUSTAU & Co.,
Agents in Shanghai.

tf Shanghai, 1st December, 1858.

PHŒNIX FIRE INSURANCE COMPANY.

THE undersigned are prepared to grant Policies in this Office on the usual terms and conditions to the extent of £10,000, on any one building with its contents, or to the extent of £30,000 on three or more separate buildings in the same occupancy.

SMITH, KENNEDY & Co.

tf Shanghai, 25th February, 1859.

NOTICE.

THE undersigned are appointed Agents for the *Underwriters* and *Marine Insurance Companies of Hamburg.*

HARKORT & Co.

tf Shanghai, 17th December, 1858.

IMPERIAL FIRE INSURANCE COMPANY.

THE undersigned having been appointed Agents for the above named Company, at this Port, are prepared to grant Policies against Fire to the extent of £10,000 on Buildings or on Goods stored therein.

GIBB, LIVINGSTON & Co.

tf Shanghai, 15th September, 1858.

INSURANCES.

NETHERLANDS INDIAN MARINE AND FIRE INSURANCE COMPANY OF BATAVIA.

THE undersigned having been appointed Agents for the Company in China, are prepared to grant Insurance on ORDINARY MARINE RISKS to Europe, United States, India, the Straits, Java, or the Colonies, at the Rates of Premium current with the Local Offices. *Policies payable in* HONGKONG, SINGAPORE, PENANG, and BATAVIA.

TURNER & Co.

tf Shanghai, 13th February, 1857.

HONGKONG MARINE INSURANCE COMPANY.

THE undersigned are prepared to grant POLICIES on behalf of the HONGKONG INSURANCE COMPANY, payable in *Shanghae, Hongkong, Canton, Calcutta, Manila, Bombay* and *London.*

LINDSAY & Co.

Shanghae, 1855.

ALLIANCE FIRE ASSURANCE COMPANY OF LONDON.

THE undersigned having been appointed AGENTS in CHINA for the above COMPANY, are prepared to accept ASSURANCE at SHANGHAE, as under:—

1st. On Buildings of Brick or Stone, covered with Tiles, Slates, Metal, or other Incombustible Material, when such Buildings are isolated from all others.—*Rate of Premium, ½ per cent per Annum.*

And on their Contents, *at the Rate of 1 per cent per Annum.*

ASSURANCES for 6 Months ¾, and for 3 Months ½, *of the Annual Rate will be charged.*

ASSURANCES, for the present, will be accepted to the extent of £7,000 only on one Risk.

A Building and its Contents taken together form one Risk. Thus the above Sum may be underwritten either on a Building alone, or the Contents alone; or, part on the Building, and part on the Contents.

No ASSURANCE is to be considered in force until the Premium be paid.

Amongst other advantages of the COMPANY, the ASSURED will be entitled to participate in the Profits after Five successive payments.

Parties applying for ASSURANCES will please send in full particulars of the Risk to be taken; any Deviation from which without the Consent of the COMPANY. will vitiate the POLICY.

JARDINE, MATHESON & Co.,
Agents in Shanghae.

Shanghae, 1st August, 1859.

HOUSES & LAND.

FOR SALE.

THE Land Registered at the British Consulate as LOTS No. 190 *Ta* and 204, measuring 16 mow, more or less, situated immediately to the West of the Foreign Cemetery, bounded on the North by the Rope Walk Road, and on the South by the Custom House Road.

The whole lot is enclosed by a substantial Brick Wall. For further particulars, apply to

BARNES DALLAS.

tf Shanghai, 19th November, 1859.

TO BE LET.

THE House and Godowns occupied by JAMES MACDONALD & Co.

Apply to

A. CUSHNY.

tf Shanghai, 18th October, 1859.

TO LET.

ON the French Concession, a large and commodious Godown, floored with Granite.

Apply to

WATSON & Co.

tf Shanghai, 24th August, 1859.

FOR SALE.

FOR SALE.

JUST received per *Wellington* and Overland.

A fine assortment of London made Clothing, consisting of Togas, Over-coats, Reefing and Shooting Coats, Vests and Pantaloons; also a fresh Invoice of French Boots and Shoes; Felt Hats, Kid Gloves, Buckskin, Doeskin and Cloth Gloves, Scarfs, Mufflers, Woollen Socks, Scotch Tweeds, Woollen Drawers and Vests, Crimean Shirts, Cricketing and Saxony Flannel, and Balmoral Caps.

Courier Bags, Meerchaum Pipes, Ready reference Files, Shirt Collars, Overland Trunks, Bologna & Oxford Sausages, Huntley & Palmer's Biscuits, Yorkshire Game Pies, French Patés Truffled, Russian Ox Tongues, & French Plums.

Damask Table Linen and Napkins, Breakfast, Dinner and Tea Sets; Bathing Sponges, and Brushes.

Hunting Saddles, Bridles and Martingales complete, Horse Blankets, Rollers, Hunting, Rioting and Dog Whips, Dog Collars and Chains, Black leather travelling Bags, and Furniture Chintz.

Ex *Swordfish.*

Best Goshen Butter in 10 and 17 lb. Kegs, Loaf Sugar, Dried Corn Meal and Buckwheat, Layer Raisins and selected Elémé Figs. Cooking and Parlor Stoves, Marbled Iron Mantles with Grates complete, Grates and Fixtures, Fancy Iron and Copper Coal Hods with Scoops, Fire Irons, &c.

Sugar Cured Hams, and Cider Vinegar, Walking Sticks mounted, Umbrellas, &c., &c., &c.

H. FOGG & Co.

tf Shanghai, 10th November, 1859.

FOR SALE.

GIESLER'S Creaming Champagne.
Port, Sherry, &c., &c.

SMITH, KENNEDY & Co.

tf Shanghai, 16th September, 1859.

FOR SALE.

BY HALL & HOLTZ best refined Castor Oil for use of Steamers; always on hand.

tf Shanghai, 3d August, 1859.

FOR SALE.

FOR SALE BY THE UNDERSIGNED.

GIESLER & Co.'s Champagne, finest quality, .. } Tls. 10 per doz.
Fine Claret, ... „ 7 „

W. R. ADAMSON & Co.

tf Shanghai, 6th September, 1859.

FOR SALE EX "ANGLO SAXON."

FINE Pale Sherry.
do. Golden do. } in 3 doz. Cases.
Superior Old Port.

GIBB, LIVINGSTON & Co.

tf Shanghai, 4th February, 1859.

ON SALE.

AT the Office of the *North-China Herald* and by Messrs. H. FOGG & Co.

The *RELIGIOUS CONDITION of the CHINESE* by Rev. JOSEPH EDKINS.

Price, One Tael per Copy.

tf Shanghai, 1st October, 1859.

FOR SALE.

At the Office of the North-China Herald.

THE "*HSIN CHING LU*," or "*Book of Experiments*," by T. F. WADE, Esq., *Chinese Secretary*; a work in THREE PARTS, designed to assist Students of the Peking Dialect. Price $6.00.

tf Shanghai, 11th June, 1859.

FOR SALE.

TABLES shewing the Exchange given by Bullion Remittances, from Shanghai to India.

Price, Tls. 2 per Copy.

Apply to the *North-China Herald* Office.

tf Shanghai, 27th September, 1858.

FOR SALE.

Price One Tael per Copy.

JOURNAL OF THE SHANGHAI LITERARY AND SCIENTIFIC SOCIETY,

at

FOGG & Co.; HALL & HOLTZ;
and
KUPFERSCHMID & Co.

tf Shanghai, 6th August, 1858.

FOR SALE.

A FEW Copies of the Correspondence with The Honorable F. W. A. BRUCE, C.B., Her Majesty's Envoy Extraordinary and Minister Plenipotentiary in China, relating to the affair at Taku in June 1859.—published in the *London Gazette* and reprinted in the *North-China Herald*—may be had in Pamphlet form at this Office.

tf Shanghai, 19th January, 1860.

NOTICE.

COPIES of the UNITED STATES TREATY with CHINA, published by Authority, may be had at this Office.

Shanghai, 19th November, 1859.

MISCELLANEOUS.

H. FOGG & Co.,

Ship Chandlers, General Store-keepers, Auctioneers, General Agents, and Provisioners.

On the Bund, near the Bridge leading over the Creek to the French Settlement,

SHANGHAI.

tf 2d March, 1860.

美記 *Mae-kee.*

H. MÜLLER,

Chronometer, Watch and Clock maker,

BEGS to inform the community of Shanghae, Ship-masters and others that he has removed his establishment to Barrier Road near the corner of North Gate Street.

tf Shanghae, 25th February, 1860.

CLARK & Co.

Shipchandlers, Storekeepers, Commission Agents and Auctioneers.

SHANGHAI.

Ships supplied with fresh Provisions, Ballast and Filtered Water.

HALL & HOLTZ.

SHIP CHANDLERS, STOREKEEPERS AND BAKERS,
BREAD AND BISCUITS.
SHANGHAE.

MCKENZIE & CO.,

Ship Chandlers, Storekeepers, General Agents and Provisioners.

YANG-KING PANG CREEK,
Opposite SAE-KAE's Silk Shop.
SHANGHAI.

Tae-hing. 泰興

KUPFERSCHMID & CO.,

Auctioneers, Storekeepers and Commission Agents.

CHURCH STREET NEAR PARK & PIVES COURT LANES.

A VARIETY of useful and fancy Articles of all kinds constantly on hand and for sale cheap.

Shanghai, 18th January, 1859.

KIN-TEE-YUEN,

CAN SUPPLY PARTIES WITH SILKS OF EVERY DESCRIPTION;
GAUZES OF NEWEST PATTERNS;
SHAWLS, and APRONS;
AND EMBROIDERED WORK OF THE LAST FASHIONS.

AT UNUSUALLY LOW PRICES.
TSING-KEE SHOP,
Near the French Consulate.

Shanghai, 1st September, 1855.

MISCELLANEOUS.

WANTED.

A Situation by a young man as Clerk who is well acquainted with routine business of the Office.

Apply to T., at the *North-China Herald* Office.

tf Shanghai, 28th February, 1860.

WANTED

A Situation as Store or Godown-keeper, by a young man, a German, who understands English, French, Italian and Russian. He can give respectable references. Address *L C.*, at this Office.

tf Shanghai, 1st March, 1860.

NOTICE.

THE *LADY'S NEWSPAPER & PICTORIAL TIMES*, is the best ILLUSTRATED WEEKLY JOURNAL for Ladies, being especially devoted to their interests, instruction, and amusement. It contains each week, besides the usual Illustrations of the Events of the Day, the Latest Paris Fashions and the Newest Work-table Patterns (working size); and is therefore particularly valuable to Ladies, and Families out of town, and quite invaluable in the Colonies.

Annual Subscription (post in advance), £1. 6s., either stamped or post-paid to any British Colony. May be ordered at the Office, 83, Fleet Street, London, or through any respectable news agent.

THE SHANGHAE HOSPITAL AND DISPENSARY.

HAS been enlarged, and can accommodate PRIVATE Patients with comfort.

The terms are,

For Private Room, ... Tls. 2.0.0 a day.
„ Officers do. .... „ 1.5.0 „
„ General Wards, ... „ 1.0.0 „

Washing One Tael per month extra.

The Lowest charge is Seven Taels.

F. C. SIBBALD, M.D., *Surgeon.*
MR. NEWMAN, *Apothecary.*

☞ The DISPENSARY is well stocked with Medicine, which may be had on application to the Apothecary.

tf Shanghai, July 17th, 1857.

MADAME WRIGHT,
MAGAZIN DES MODES.
BARRIER ROAD, SHANGHAI.

CHEONG FAT,
From Canton.
LACQUERED-WARE, IVORY-WARE, EMBROIDERY, SILK PIECE GOODS, AND ALL KINDS OF CURIOSITIES.
FOR SALE.
Corner of Bridge Street and Park Lane.

16mr SHANGHAI.

SAEKEE & CO.,

Yang-king-pang Street, three doors from Messrs. H. Fogg & Co.

HAS FOR SALE AT LOW PRICES,
WHOLESALE AND RETAIL.

Silks, Satins, new pattern Gauzes, Crapes, Embroideries, Sankeens, Sarsnets, Pongees and every description of Silk Piece-goods of Soo-chow Manufacture.

ALSO,

Lacquered-ware, Grass Cloth, Ivory Carvings, &c., &c., &c.

AND,

Champagne and other Wines.

THOMAS KEPPELL,
Ship Builder.
NAGASAKI.

REPAIRS PROMPTLY EXECUTED.

Constantly on Hand,
MASTS, BOATS & BLOCKS
IRONWORK FITTED TO ORDER.

C. A. FLETCHER & CO.,
GENERAL AGENTS.
HAKODADI,
YESSO.

6ju JAPAN.

APPETITE AND DIGESTION IMPROVED

LEA & PERRINS' CELEBRATED WORCESTERSHIRE SAUCE imparts the most exquisite relish to every variety of Dish, and, by its tonic and invigorating properties, enables the Stomach to perfectly digest the food. The habitual use of this Sauce has been found most conducive to health.

Sold by the principal dealers in Sauces universally. Wholesale and for exportation by the Proprietors, LEA & PERRINS, 68, Broad Street, Worcester, and 19, Fenchurch Street, London. Also by CROSSE & BLACKWELL, and other Oilmen and Merchants, London.

ADVERTISEMENT.

R. T. PRITCHETT, RIFLE, GUN, AND SWORD MANUFACTURER to Her Majesty's War Department and the Hon. East India Company, begs to call the attention of Officers and Gentlemen abroad to the sound quality and efficiency of the Arms he produces, both for Military purposes and the Sports of the Field. Every GUN sold by R. T. PRITCHETT is manufactured on the premises, and every RIFLE is bored, rifled, and shot under his personal superintendence. For both large or small bore the PRITCHETT BULLET, as adopted by H. M. Government, without cup or plug, is found most serviceable—very numerous testimonials having been received of its range and truth of flight. To the manufacture of SWORDS also, great attention is paid, the most efficient proof of strength and spring being applied, a guarantee given of the quality of the blade, which is uniformly tested by powerful machinery in the presence of the purchaser, before made up.

86 St. James's-street London

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NEW ADVERTISEMENTS.

NOTICE.
Ship *ESTHER MAY.*

NOTICE is hereby given to all persons who may have recovered property of any kind whatsoever from the wreck of the Ship *Esther May;* to furnish full particulars of the same to the undersigned, pending the adjustment of their claims for Salvage.

The law will be strictly enforced against all who fail to comply with this requisition.

RUSSELL & Co.,
Agents for the Owners.
o Shanghai, 10th March, 1860.

CIRCULAR.

THE P. & O. S. N. Co.'s Steam-ship *Aden,* Capt. Bernard, will be despatched from Shanghai, on *Friday, the 23d instant, at day-light,* (or any time of the night *of the 22d,* as the state of the tides may require), with Her Majesty's Mails, for conveyance to Europe *via* Hongkong.

She will have room for 2,500 bales of Silk for Ports beyond Suez. Applications for which, will be received until *Noon of Friday, the 16th instant,* when the usual allotment will be made.

Cargo will be received on board up to 5 P.M. *of Wednesday, the 21st,* and Parcels at this Office until *Noon* of the same day.

Correct forms of Bills of Lading can be had on application to this office.

W. R. DALZIEL, *Agent.*
P. & O. S. N. Co.'s Office.
Shanghai, 7th March, 1860.

CIRCULAR.

THE P. & O. S. N. Co's. Steam-ship *Azof,* Capt. Gaby will be despatched for Nagasaki and Kanagawa, on *Wednesday, the 14th current, at day-light.* She will call at Nagasaki on the return voyage.

W. R. DALZIEL, *Agent.*
P. & O. S. N. Co's Office,
Shanghai, 7th March, 1860.

FOR SALE, FREIGHT OR CHARTER.

THE A 1, Dutch Screw Steamer *ATTALANTE* now lying in this port ready for sea.

She was built by *John Pile & Co.* of West Hartlepool in 1858, of the very best materials, nearly all her woodwork is teak.

She is fitted with a direct acting engine by *Richardson* of Hartlepool of 70 nominal horse-power, may be worked up to 130. Her boiler is one of the latest improvements so well known for their remarkable economy in fuel, a complete spare set of new tubes for the boiler, and duplicate pieces of machinery are on board.

Her entire length over all is 200 feet, and 158 feet in keel, breadth of beam 23 feet; depth of hold 13 feet.

Besides 50 Tons of Coals in her bunkers, she carries 250 Tons of Cargo, which capacity may easily be extended to 350 Tons by removing two spacious cabins from under deck, to houses on deck.

When deeply laden she draws 10½ feet, and 8 feet only, when in ballast.

Since the steamer has been launched, September 1858, she has been at sea 8 months only, and of that time about 100 days only under steam—Apply to

WM. PUSTAU & Co.
tf Shanghai, 10th March, 1860.

NOTICE.

I ALLADINBHOY HABIBBHOY do hereby notify that Mr. Cassum Boga will in future sign the name of my firm as under.

for ALLADINBHOY HABIBBHOY,
CASSUM BOGA.
17ma Shanghai, 8th March, 1860.

PUBLIC AUCTION.

ON *Tuesday, the 13th inst.,* at 11 A.M., at his residence in the British Vice-Consulate, the Household Property, &c., of J. Markham, Esq., consisting of Drawing, Dining, Sitting, and Bed Room Furniture, Table-ware, Plate, and Glass; Fowling Pieces; Books, Piano; Carriage, Saddlery, Harness, &c.; Stores, and Wines, &c., &c.

Catalogues will be issued early, and Goods on view on *Monday, the 12th inst.,* from 9 to 5.

FREDK. P. WEBB,
Auctioneer.
o Shanghai, 5th March, 1860.

YOKUHAMA HOTEL—KANAGAWA.

THE undersigned begs to intimate that he has just opened the above establishment where families and others can be accommodated with comfortable Board and Lodging, in good style, and at moderate charges.

The Hotel is well furnished and beautifully situated, and, having now supplied a long recognized public want, the undersigned relies on the support of residents and visitors, to whose comfort and convenience every attention will be paid.

C. J. HUFFNAGEL.
9ju Yokuhama, February 24th, 1860.

THE
North-China Herald.
SHANGHAI, SATURDAY, MARCH 10, 1860.

NOTICE.—The hours of DIVINE SERVICE in Trinity Church, are on Sundays, at 11 A.M. and 3 P.M.

Bibles, (in various languages), Prayer Books, and Hymn Books, can be obtained by application to the Chaplain, or of Mr. Wright, the *Sexton.*

JOHN HOBSON, *Chaplain.*

NOTICE.—PUBLIC WORSHIP is held in the London Mission Chapel, every Sunday, at half-past nine A.M., and at six P.M.

NOTICE.—Divine Service is held at the American Episcopal Mission at *Hoong Kew,* every Sunday Evening at 7 o'clock.

NOTICE.—Seamen's Church. Services in the morning at 11 o'clock, and in the afternoon at 3 o'clock.

NOTICE.—Divine Service is held in the Roman Catholic Chapel, near the French Consulate every Sunday, at 8 and 10 o'clock in the morning and 6 o'clock in the evening.

NOTICE TO CORRESPONDENTS.

No communications can be received, unless accompanied by the real name and address of the author, which will be kept private if desired.

We reserve to ourselves the prerogative of refusing, without comment, such articles as we may not be disposed to admit.

LATEST DATES.

England, ...	Jan. 10	Singapore	Feb. 17
Bombay, ...	Feb. 1	Hongkong, ...	Feb. 27
Calcutta, ...	—	New York......	Dec. 30
Galle, ...	Feb. 7		

BIRTH.

At Yokuhama, Japan, on the 11th February, Mrs. C. T. Elmstone, of a Daughter.

MARRIAGE.

March 6th, 1860.—At Trinity Church, Shanghai, by the Rev. John Hobson, British Chaplain, James Whitlow, of Shanghai, to Louisa I. Lander, third daughter, of the late Richard Beech Lander, Esq., of Manchester.

Mail of 26th January due in Hongkong on 11th and here on 19th inst., by the P. & O. Co.'s steamers. It was received on the 23th March per *Yang-tsze* last year.

Latest dates in England from China,—
From Hongkong...Nov. 15 } Mail received *via*
" Shanghai ...Nov. 7 } Marseilles Dec. 30.

COMPARISON OF OBSERVATIONS,
taken by
A SELF REGISTERING THERMOMETER
in the open air, in a shaded situation, at Shanghai,—the Maximum by day, and the Minimum at night.
FOR THE WEEK.

	Ending 9th Mar., 1860.		*Ending 9th Mar., 1859.*	
	Max.	*Min.*	*Max.*	*Min.*
3.—	42	39	35	29
4.—	48	41	39	30
5.—	50	40	42	34
6.—	40	33	43	39
7.—	40	34	43	35
8.—	49	41	42	34
9.—	56	46	39	33

To be continued weekly.

N B.—The thermometer used last year is nearly two degrees lower than that now in use.

QUOTATIONS.
(Friday.)

Exchange...............No quotations.

OPIUM.

Mar.	*Malwa.* Tls.	*Patna.* Tls.	
3,	455	595	Nothing doing.
5,	455	595	
6,	455	595	
7,	—	—	
8,	—	—	
9,	—	—	

PASSENGERS.

Arrived.—Per *Aden,* from Hongkong, The Lord Bishop of Victoria, Madme. Bourboulon, Miss Lander, Mr. & Mrs. Adams, and 4 children, Col. Bentzmann, Lt.-Col. Schmitz, Capts. de Vouille, de Pina, and Cools, Mons. de Vernoullet, Dubat, de Vaisure, and de Brucinel. Messrs. Aspinall, Trisson, Lederman, Bovel, Burgy, Kraine, Little, Lewis, and Wolfe. Per *Azof,* from Nagasaki, Messrs. Bland, Ullett, Fitzroy, Barber, King, Rossier, Kinnear, Preston, E. Loureiro, Wieters, and Booth.

Departed.—Per *Peiho,* Messrs. H. H. Warden, Robinson, and Yriarte. Per *Formosa,* Messrs. Murray, D. Byramjee, and M. Eduljee; W. L. Sauthey, Wm. Head, H. M. S. *Furious.*

In addition to report in last *North-China Herald.*

Departed.—For Shanghai; from Shields, *Rosina,* Dec. 27th; from London, *Jubilee,* Dec. 30th.

Loading.—For Shanghai; at Liverpool, *Electric, Helen Ewing, Lebanon,* and *British Empire.*

Expected.—To leave Southampton,—
January 20.
For Hongkong, Mrs. Hunter, & three children, Mrs. Lamond, Messrs. R. H. Baker, Latimer. McNair, Barnes, M. Daly, A. Soermann, Arnould, Don Barroeta, and Don Gali.

For Shanghai, Messrs. Harvey, Brand, and J. Miller, Count Kleckskowski and friend, Mr. Cornelli, Mr. and Mrs. Fajard, Count de Lauture.
February 4.
For Hongkong, Mrs. Temaride.
For Shanghai, Mr. Holdsworth.
February 20.
For Hongkong, Mr. S. Collinsi.
For Shanghai, Messrs. W. Thorburn, Krayer, and N. Bickham, Mr. and Mrs. [illegible]

SHIPPING REPORTS.
(From the Daily Shipping & Commercial News.)

Shanghai, March 5th,—Per *Medina* from Kanagawa, sailed finally Feb. 22d Left on the 16th and on the 17th encountered a severe gale of wind at South, which drove her back to the entrance of Yedo Bay, and forced them to run back to an anchorage, or be driven on shore. Lost Jibboom, in wearing, off the Lee shore. Remained at Kanagawa to refit, and sailed finally on the 22d. The *Excelsior* in the same gale had the greatest difficulty in keeping off shore, and was only saved (as in the case of the *Medina*) by the weather clearing at the last moment. S. S. *Azof* arrived on the 19th, having encountered the gale of the 17th off Cape Idsu, which delayed her a day on her passage. The brig *Schiller* arrived on the 21st having put back, after being (10) days out, with main topmast sprung, and fore and main topsails blown away, in working off shore in the gale of the 17th.

6th,—Per *Azof.*—Left Kanagawa, Feb. 27th at 1 P.M.; arrived Nagasaki, Mar. 2d at 11 A.M.; left do. Mar. 3d at 5 P.M.

The *Azof* brings an account of a murder committed at Yokuhama at about half-past seven o'clock in the evening of the 26th February. Captain De Vos of the Dutch brig *Christian Louis* and Capt. Dekker of the Dutch schooner *Henrietta Louise* were walking through the broad street of Yokuhama when they were attacked by some Japanese with swords. The former was killed almost immediately; the latter on endeavouring to escape was seized by one of the assassins who cut off his hand and fore arm. He then walked about one hundred feet, when he fell down and was brutally murdered. The hand was found about 20 yards from the spot. Mr. De Vos was 35 years of age and Mr. Dekker 60. They were both quiet, respectable men and had just left their friends, to purchase some things before going on board their ships, when they were attacked without the least provocation.

The *Azof* experienced very heavy weather between Nagasaki and Kanagawa. On the voyage up had the port cutter stove in by the heavy sea, and coming back had the starboard life-boat carried away during a very strong gale from the N.E.

8th,—The steamer *Rémi* came back yesterday from the wreck of the American ship *Esther May* having saved the crew and a portion of the cargo. On the morning of the 7th, off Yang-tsze Cape the *Esther May* floated off the Bank into deeper water, all hands constantly at the pumps and blowing very strong from the N.W. at the time. On the following morning she sunk in 7 fathoms water.

9th.—The American ship *Eureka* aground on the bar.

CONSULAR NOTICE.

The undersigned has submitted the subjoined letter, which he has received from the Master of the *Mary Russell Mitford* now lying here, to Rear-Admiral Jones, C.B., Senior Officer of H. M.'s Naval Forces at this port. The Admiral thinks it desirable to make it public by way of caution to ships passing between the two islands mentioned; and he has added the apparent Latitude and Longitude of the shoal.

THOS. TAYLOR MEADOWS,
H. M.'s Consul.

British Consulate, Shanghai,
8th March, 1860.

To H. B. M. Consul.

Sir,—Permit me respectfully to inform you that the following are the particulars, of the Reef, that my Ship the *Mary Russell Mitford,* grounded upon in the Straits of Balabac, in December 1859.

The Reef is about 100 feet each way, carries 9 fathoms all round, and has 9 to 16 feet water on it. When on the Rock, the Bearings are as follows:—

Mangshee Reef, N.W. by W.
Mangshee Island N. by E.
Goohoon Island, S. by W.—the Channel between Balambangan and Banguey half open.

A line from Goohoon Island to the Mangshee Island intersects the Reef.

I have not seen it marked on any Charts although I have examined many lately.

Your Obedient Servants,

G. E. LEADLEY, *Master.*
J. H. PENROSE, *Mate.*
J. COLES, *2nd Mate.*

These Bearings will give } Latit. 7° 27' 00" N.
the position of the shoal, } Long. 117° 10' 30" E.

An Official Notification at the head of this Journal, to which we call the attention of our readers, announces that the *North-China Herald* is to be considered the Official Organ of all Notifications proceeding from Her Majesty's Legation, and Consulate-General in Japan, until further orders.

The next outward mail for Europe, &c., is advertized to leave here on Friday morning the 23d inst. at day-light. The Post-office packets will be closed on the day previous, as usual.

The next inward mail, from London 26th January, is due by the Company's time-table, at Hongkong on the 11th, and here on the 19th inst. Last year it did not arrive at Hongkong until 19th, the *Malabar,* conveying it, having broken her intermediate shaft two days after leaving Singapore. It was received here per *Yang-tsze* on the 23d March.

Local.—The first section of the Grain Fleet is stated to have reached Tien-tsing, but the second, to have put back to Shanghai. The Tien-tsing river is from some cause, most probably frost, impassable.

The accounts of Rebels continue to be very alarming, although believed by many Chinese to be much exaggerated. By a note received on the 7th inst. from Hu-chau we were informed that the marauders who have been visiting T'ai-hu, a town situated on an island in the T'ai-hu, are not rebels, that is not banditti with a political badge, but simple appropriators of goods on private account. The Imperialists have drawn together a large force at Sz'-ugan between Hu-chau and Kwang-teh.

People are flying in large numbers from Hu-chau and Hang-chau, or rather are wanting to fly; for the government embargo on boats, and the obstructions of the ways by troops, make it difficult to move.

Another correspondent says that, Sz'-ngan is taken by long-haired rebels, that is by the Tai-ping, who have been led thither by some local depredators formerly employed as a thief-taking police, and known as the *tsiang-ch'uen,* spear-junk or, small-arms junk, force. Their mode of action was peculiar. When notice was received of a robbery, they would proceed to the spot, and open a gambling-house; then, as soon as a crowd was collected they picked out any suspicious looking character that presented himself, and carried him before the magistrate as a highway robber. The authorities of Cheh Kiang and Kiang Su represented last year that they were a very dangerous class of *employé,* and recommended discontinuance of the system; to which the Emperor assented; but before his answer could arrive, they had killed their head man, and spread themselves over the country. A real or alleged case of excessive taxation has been laid hold of by them to create a disturbance. They are in great strength, having been reinforced by the long-haired men, who are of course the more ready for an expedition against Hang-chau, and Su-chau, (both which cities are seriously threatened by the movement,) if Nanking, as some Chinese insist, is becoming too hot to hold them. It is not impossible that they may find it convenient, notwithstanding the advantage their prestige derives from their continued occupation of Nanking, to seek another base of supply, and the other two cities, besides containing within themselves as much loot as any other four in the empire, are the centres of abounding districts which the rebellion has left comparatively untouched.

REBELS.

In our last the fall of *Tsing-kiang Pu* was reported; and it is now known that several literary candidates and others, who were on their way from Shanghai to Peking, have been obliged to return to this city, the public high-way being in possession of the rebels. The leader, of this band of the insurgents, is said to have given in his adhesion to the Ta Ping party at Nanking. If so, and a junction be effected between the main body of these northern bands, known as *Neen fei,* and the Old Insurgents in the ancient Capital, the *Chang-mau,* the Rebellion will become formidable indeed, especially at this time when barbarian visitors are expected soon to be *knocking* at the gates of the Imperial city.

HU-CHAU FU.

The rumors and reports of the fate of this city, current here during the week, are contradicted by persons in communication with the Chinese Authorities of Shanghai.

THE RUSSIANS.

Excited as the public mind is, at the present moment, it is not strange that unfounded and exaggerated accounts are circulated. A story is abroad of collision between the Russians and the Chinese; the latter, as the story goes, fell upon a small party of Russians, somewhere along the new frontiers, cutting off every man. Whereupon, in retaliation, a large Russian force had been ordered to march direct to the Northern Capital, Peking.

H. M. S. *Roebuck,* Commander Marten, left on Wednesday morning for Kanagawa and Yedo, she will call at Nagasaki on her return which is expected in about three weeks. She conveys a large amount of treasure for the purchase of horses, in which, it is said, the British Commissariat Officers have been pretty successful.

The *Cruiser* left on the same day. She proceeds southwards to the neighbourhood of the Chusan group, where pirates and other lawless vagabonds require looking after.

H. M. Screw Steam Frigate, *Impericuse,* the Flag Ship of Rear-Admiral Lewis T. Jones, C.B., arrived in harbour on Thursday afternoon. She left Hongkong on the 22d ult., and came up under steam and sail, arriving at Woosung on the 7th. She crossed the bar on the day of full moon drawing 22 feet 8 inches, some guns having been run forward to lighten her aft: there was 25 feet water on the bar at the time she passed over. She steamed up to her anchorage majestically, threaded her way through a large number of junks off the point, crossed the bows of the *Furious,* and dropped her anchor where she now lies, off the British Settlement. She now draws 23 feet, aft. A list of Officers, &c., will be found in another column.

The *Sampson,* Capt. G. S. Hand, C.B., arrived from the North on the 7th and left again for Hongkong on the following day. She brings little news of interest, but the following, published by us in an "extra," dispels the mystery that hung around the "Sealed orders" with which she and her companions were dispatched.

On leaving this port on the 15th ulto., the *Sampson* proceeded with the *Actæon* in tow, *Algerine* and *Dove* to Ta-lien-wan Bay, at which place she arrived on the 20th, having been favored with fine weather up the Yellow Sea.

The inhabitants of this fine bay appear at first to have been somewhat alarmed, never having seen a ship or a European before, as none landed from the *Pylades* when she visited that place in 1840. Upon being assured however that no harm was intended, they soon shook off their timidity and exhibited the same curiosity as the rest of their countrymen, studiously, however, keeping their females out of view. The principal village is situated at the centre of the head of the Bay and is called Hao-tsiang-tu, where a small trade is carried on, and is the principal anchorage for the Junks. The country is extensively cultivated, growing a great quantity of the *kau-liang,* (Barbadoes millet,) and other grain, though at present the land was not sown. In their small stone built cottages, they appear to be happy and contented, and more comfortable than the more southern Chinaman, keeping themselves warm with charcoal, and the root of the *kau-liang,* wood being very scarce. Fresh provisions could not be obtained, and they do not appear to rear any great quantity beyond what they require for agricultural purposes. Vegetables and fruit must be scarce. In the spring salmon come into the Bay and oysters are taken in large quantities. From the heaps of shells, the consumption of them must be large. The people (not as our Extra put it, the oysters,) speak the Mandarin dialect. The thermometer fell to 18, and there was a quantity of ice on the shores of the small bays.

The vessels left the above place on the 28th, and anchored in Chefoo the following day. More snow was on the hills here than at the other place, and it fell for two days after their arrival. The *Sampson* left the other vessels there on the 4th inst.

Shanghai, 9th *March,* 1860.

To the Editor of the
North-China Herald.

My Dear Sir,—Having just returned from the Port of Yokuhama, and being in possession of some particulars regarding the brutal murder of the two poor unfortunate Dutchmen on the evening of the 26th ulto., I doubt not but the same will be perused with much interest by the readers of your valuable paper. I shall therefore now proceed to relate all details known by myself of this painful affair.

About half past seven o'clock on the evening of the 26th February the Foreign Settlement of Yokuhama was suddenly thrown into a great state of alarm by the report of two Europeans having been murdered in the Broad Street of the town. On proceeding to the spot it was found to be only too horribly true, for there lay weltered in blood within thirty yards of one another the multilated remains of two foreigners.

It appears that Captain de Vos of the Dutch Brig *Christian Louis* and Captain Dekker of the Dutch Schooner *Henrietta Louise* had been calling on some of their friends at the Yokuhama Hotel, and after leaving that establishment proceeded up the main street, leading through the town, with the view of purchasing some few articles of food prior to leaving the shore for their respective vessels. About half way up the street (within 100 yards of the spot where the Russians, were murdered in September last), three or four Japanese, apparently travellers, judging by their dresses followed closely behind them and without the least provocation, one of them seized Captain Dekker by the arm and at the same time drawing his sword, cut off his hand, the others simultaneously cut Captain de Vos down dead, on the spot, he having received at least ten mortal blows, one of which severed his shoulder from the body. The former although an old and almost infirm man evidently used his best endeavours to escape from the hands of his cruel assassins, but was speedily followed up, (as seen by a Chinaman present at the time) and shared the same fate as his friend.

To give you a description of the appearance of those poor unfortunate victims when first seen would be far too painful for your readers, suffice therefore to say so frightfully multilated and gashed were they that even their most intimate friends experienced difficulty in again recognising them.

In about half-an-hour after this awful affair had taken place, the Japanese Officials arrived on the spot and immediately commenced making a *minute inspection* of their fellow countrymen's victims. It was truly painful to witness the levity and disrespectful manner with which the particulars were taken down, for even the High Officers themselves could not suppress their smiles, or apparent marks of satisfaction when one cut appeared to be more deadly than another, in so far as severing a member from the poor creatures' bodies or dividing the head almost to the shoulders: at last unnecessary curiosity was satisfied and the poor victims were placed by Japanese coolies on mats and taken to the Yokuhama Hotel.

A despatch was sent to the Foreign Consuls residing at Kanagawa, who without delay called on the Governors and demanded that every step should be immediately taken that would lead to the apprehension of the murderers, which was eagerly responded to by the Japanese, as also seen carried into effect as far as possible that very night, by the Consuls themselves.

It does not at present lay in the po[illegible] of foreigners residing in Yokuhama to assign [illegible] just reason for the commission of such a foul [illegible] cold-blooded murder; for these two poor Dutchmen were well known to be the most harmless of men, indeed Captain Dekker had only arrived at the Port some few days previous and leaves a wife and five children to bewail his premature death. That the guilty will escape the hands of justice, there can be little doubt, for even should our Authorities force them to extremities, they will, to satisfy foreign demands, deliver up some other poor wretches at present confined in their prison representing them to be the guilty parties.

A report was generally current among the Japanese that the cause is to be traced to this; namely "that in consequence of complaints made by some of the resident Dutchmen at Yokuhama, three Japanese had been apprehended and beheaded in Yedo, and that their friends were determined to revenge themselves; and further add, that another Dutchman is still to meet with the same untimely end.

The Dutch Corvette at Nagasaki has been ordered to proceed to Yokuhama without delay, to enforce a rigid investigation into the matter.

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We have two or three accounts of this diabolical affair which agree in all particulars with the above. A correspondent, who has resided long in the country, expresses his opinion that these murders are perpetrated or instigated by the retainers of the Prince of Mito, one of the powerful princes of Niphon. He was a Pretender to the Imperial Crown during the reign of the last Emperor, and, being disappointed in his expectations, he formed a conspiracy against the present dynasty. It was discovered before maturity and the Prince with his son were imprisoned. His officers and retainers appear, now, to desire to bring the Imperial Government into collision with the Foreign Powers, in the hope of a war, by which the dynasty may be overthrown, for which end they encourage these atrocities to cause disruption of friendly relations between the Governments.

The Dutch Commissioner Mr. Donker Curtius was at Yeddo when the murder above mentioned took place. He came down to Yokuhama immediately, and was to return in H. N. M. S. *Groningen* after a meeting that was to take place between the British, American and Dutch Consuls on the day the *Azof* left. A Russian Corvette was in Kanagawa Bay, the Commanding officer of which declared his readiness to give every assistance in his power to carry out the measures that might be resolved on. A guard of 25 men was landed from the Corvette for the protection of foreigners.

This is the third case within six months in which foreigners have been murdered by the Japanese, without provocation, —the Russian officers, the Chinese employé of the British Envoy, and now two subjects of H. N. Majesty. Is nothing to be done to stay these assassinations,

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until an official, himself, shall be the victim? The British Minister, we are informed, never goes out without being armed, and always with a premonitory feeling of the probability of being assassinated. He has not the support that should be at his disposal; there is but one British man-of-war, and that a 16 gun sloop, without steam, on the Japan Station, where there should be, at least, three steamers.

H. N. M. Steam Frigate *Groningen* arrived at Nagasaki on the 24th from Batavia with the Netherlands Consul-General for Japan Mr. T. K. de Wit and his Chancelor Mr. Wetman. Mr. Donker Curtis will return to Europe. Before leaving Japan that gentleman will go on a special mission to the Court at Yeddo, and will visit Hakodadi and other ports. He will then proceed in the *Groningen*, as Ambassador to Siam to make a treaty between that country and the Netherlands. The new Consul-General will reside at Nagasaki and not at Yeddo as was expected.

Some of the party of Japanese about to visit the United States have left Yeddo for California in a Japanese steamer. The remainder were to follow immediately in the U. S. Frigate *Powhatan*.

THE weather has prevented our paying more than one visit to the Hippodrome. Being, therefore, scarcely competent to give an account of the performances in the Amphitheatre, we shall postpone it until next week, observing in the mean time that the amusement is so attractive that we recommend old and young, foreigners and natives to witness it. The transport of this *troupe* from Hongkong to Shanghai with all their equipage must have cost a large sum. We hope it may be fully re-imbursed with a satisfactory overplus, by the patronage of the public.

"IMPERIEUSE," 51, Screw Steam Frigate, 2347 Tons, 360 Horse-power;

413 Officers and men, 70 Marines, 47 Boys—Total 530.

Rear-Admiral ...Lewis T. Jones, C.B.
Flag Lieutenant..Loftus F. Jones.
Secretary ....Richard Curgenven.

Captain.........Rochfort Maguire.
Lieutenants......Edward B. H. Franklin.
Edward E. Richards.
Hawksworth Fawkes
Arthur H. G. Richardson.
Henry H. Washington.
Master ....John S. Smith.
Captain Marines..John Y. Holland.
2d Lieut. Do. ..Henry E. Sturt.
Chaplain & Nav. Instructor ... } Edmund R. Colby.
Surgeon ....Joseph Henderson, M.D.
Paymaster........Robt. A. Cumming.
Chief Engineer...Robt. Allen.
Mate ....Edward H. Seymour.
Assistant Surgeon, Edward R. Broster.
John Ligertwood, M.D., (*act.*)
Assist. Paymaster, Charles H. Ceely.
Midshipmen .....The Hon. H. H. Molynux.
Edward C. Tinling.
Percival Briggs.
T. H. O. Brien.
Richard Croft.

A special report has been printed of a trial at Liverpool on the 9th inst. involving a question as to the right of masters of vessels to retain commissions, gratuities, or passage money. Mr. Benson, captain of the ship *Pomona*, had retained on his return from Calcutta certain sums which had been handed to him by persons at that port whom he had employed to execute work upon the vessel, and which he had received as commissions or gratuities. He was also charged with having appropriated to his own use two sums respectively of 15*l.* and 45*l.*, received from passengers. A verdict of acquittal as regards embezzlement was rendered in each case, but it is important to observe that the bench and the jury concurred in expressing distinct condemnation of the course that had been pursued, and a hope that the disclosures made would operate as a warning. "Whether they used the term gratuities or presents, or discounts," observed the Deputy Recorder, "nothing could be more monstrous than to suppose that a captain, who had under his charge his employer's interest, should take money from the tradesmen with whom he dealt, with whom he made bargains, and over whose donduct he was the only person who really exercised any control." At the close of the case the Court advised Captain Benson to account to his owners for the money which was defaulting, intimating that, alrough he had been acquitted on the criminal action, it was still open to them to take such civil proceedings as they might think fit.—*Times*, Dec. 27.

A dearth of news and contributions on local matters has induced us to copy some correspondence that appeared in the *Times* and *Evening Mail* just before the last steamer left. It proves to be of greater length than we calculated on, but the subject being of so much interest, and *apropos* to the moment, we doubt not it will be acceptable to those, at least, who do not receive the above Newspapers.

THE THIRD CHINESE WAR.

To the Editor of the "Times."

SIR,—I fully admit the necessity of punishing the Chinese for the perfidy of the Peiho, but greatly doubt the wisdom of the means by which the punishment is to be inflicted, and for this I give you my reasons. The French, it is said, are to furnish a land force of 10,000 men, and the English of 12,000. This will make an army of 22,000, while it is to be backed by a numerous fleet of each nation. This will constitute the most powerful armament that has ever been afloat on the Indian Ocean. Its object can, of course, be no other than a march on Pekin, the occupation of the Chinese Capital, and the dictation there of our own terms on the Government, including a stipulation for a resident Ambassador and reimbursement of the expenses of the war.

The rashness, as well as the impolicy of such a course of action, appears to me to be quite transparent. The distance from the nearest point of the coast to Pekin is at least 150 miles, and after our experience of what the Chinese did at the mouth of the largest river we may rest certain that every stream will be staked or boomed, or otherwise obstructed, so that water transport is out of the question, while, even if it were available, it would take our army but half way to the capital. We shall have nothing for it then, but a land march, and at the rate of 10 miles a-day, allowing for halting days and no obstruction from the enemy, it will take 15 days to reach the Chinese capital. But how is this long march to be effected? We arrive on the coast of China without any ostensible means of transport for artillery or commissariat. The country which we invade—even if they were available to us—has no draught horses or draught oxen, its only draught cattle being small mules and smaller asses, a score of which would not draw a 6-pounder. India is the only probable source for the supply of carriage cattle, but it is 5,000 miles distant from the scene of action. The Philippines are only 2,000 miles away, but then the horses there are ponies under 13 hands, and will not certainly draw field or siege artillery.

I will suppose, however, that by some chance or some miracle the means of transport are obtained; the march on Pekin is over a dead plain very well suited to cavalry, and as we know that the Chinese, close on the native country of the Tartars, have an abundant Tartar cavalry, we may rationally expect that our line of march will be harrassed and our supplies cut off by it. No doubt this would be a contemptible cavalry as opposed to French and English, but then we shall have none, except a few squadrons brought at great cost and risk from India. Of course we should encounter difficulties in crossing rivers and numerous canals, over which every bridge would be broken, and, indeed, after the little-expected resistance we met with at the Peiho, there is no obstacle to our progress that Chinese astuteness can supply—and it has considerable resources—that we ought not in reason to reckon on.

Let it however, be imagined that all obstacles are surmounted and that the army has reached Pekin. It is an open town and will easily be occupied; but the Emperor, his Court, and the wealthy inhabitants will not be there, for assuredly they will have retired to Tartary; where we cannot follow them. In this case Pekin will be no material guarantee in our hands, for we shall be in a position we cannot hold, 150 miles distant from our base of opperations, the fleet itself, from the shallowness of the sea, not within sight of the land. There would be nothing for it but to retreat, which would be equivalent to a defeat.

I think it cannot for a moment be doubted that the occupation of Nankin would be greatly preferable to so hazardous an enterprise. That place is situated on a broad, deep, and navigable river, which cannot be obstructed. It is but 200 miles from the sea, and the whole fleet can safely anchor within a few yards of its walls; while it is situated in a country of abundant supplies from which no enemy can cut us off. The paltry rebels who suffered a disastrous defeat when they engaged with a Tartar force to the north have been able to hold it for five years against the whole military of China. If in this position we should find it expedient to extend our operations the Chinese army which blockades the rebel one is before us, and will be very easily disposed of. It was the occupation of Nankin that brought the Chinese Government to terms in 1842, and there seems no good reason why it should not be equally successful now. The objection urged against this plan is that Nankin and its neighbourhood are in the occupation of insurgents against the Chinese Government, and hence of our natural allies. It is not a valid one, for seven years' experience has shown that the insurrection has not the remotest chance of success, and the patriots who were to have substituted a native for a Tartar Government have turned out to be a band of ruthless freebooters, who have succeeded in nothing but carrying murder and havoc over the finest provinces of the empire, and whose destruction would be a boon to the Chinese, and hence to ourselves.

What we want with China is trade, and our trade with it for the last 17 years has been eminently successful, for it amounts at present to 40,000,000*l.* a year, two articles of it alone yielding to the British and Indian treasuries a clear sum of 10,000,000*l.* For its advancement the treaty made by Lord Elgin is eminently judicious and comprehensive, with the exception of the stipulation for a resident Ambassador, apparently forced upon him by his instructions, the suggestion of some indiscreet and short-sighted parties in China. It is the attempt to enforce that stipulation which has, in fact, led to the present war. "In the eyes of the Chinese Government," says his Lordship, "the concessions amount to a revolution, and involve the surrender of some of the most cherished principles of the traditional policy of the empire. They have been extorted, therefore, from it by force." The Government of China is more than any other a Government of opinion, and it cannot serve our purpose or any good purpose to overthrow a constitution which by the *prestige* of its infallibility contrives to rule, and to rule better than any other Asiatic people is ruled, a population ascertained by a recent census to amount to above 400,000,000. We have not succeeded in bringing the Turks within the pale of European international law, although planted in Europe for four centuries, and our chance of doing so with the Chinese, who in language, manners, and race differ still more so, is far less.

The third Chinese war will cost a good number of millions, and indemnity for it from the Chinese, Lord Elgin tells truly, is utterly hopeless. They paid 6,000,000*l.* as a mulct for the first war; but that war, the rebellion which sprang out of it, and the second war have so utterly exhausted them, that they have been compelled to allow even their great works of irrigation and navigation to run to ruin. A force of one-fifth, or indeed, even of one-tenth, that which the Allies are sending against China would, in my opinion, be adequate, while it would be more easily fed and handled.

J. C.

To the Editor of the "Times."

SIR,—In your impression of this morning there is a letter signed "J. C," discussing at some length and with considerable ability the proposed nature of our military operations in China. These are assumed to be "a march on Pekin, the occupation of the Chinese capital, and the dictation there of our own terms on the Government including a stipulation for a resident Ambassador and reimbursement of the expenses of the war." In the opinion of the writer, "the rashness as well as the impolicy of such a course is quite transparent." As I am one of those who believe that the course so strongly deprecated above is the only one which can be adopted under the circumstances with any prospect of ultimately placing our relations with the Chinese Government upon a solid and satisfactory basis, I will endeavour to show that the transparency consists, not in the measures proposed, but in the objections urged to them.

Assuming, in the first place, the mouth of the Peiho to be staked, the writer goes on to say, "We shall have nothing for it then but a land march at the rate of ten miles a day. Allowing for halting days and no obstruction from the enemy, it will take 15 days to reach the Chinese capital." I trust that an idea may occur to the engineers engaged in the expedition which has not apparently presented itself to "J. C."—namely, that of removing the stakes. Surely with an army of 22,000 men, we can pull up any stakes or blow up any junks with which the Chinese may have obstructed the navigation of the Peiho? A convenient landing place has been recently discovered within a few miles of the Takoo Forts. Though difficult of attack from seaward on account of the vast expanse of mud by which they are protected, it is not too much to predict the capture of these forts in a few hours by a land force. With Takoo as the base of operations, the river could be cleared in a few days to Pet-Tang, a village about ten miles beyond Tien-tsin, the farthest point reached by our gun-boats in June, 1858, and from which an excellent *chaussée* road, along which I have myself ridden, leads to Pekin, distant 40 miles; beyond this point the Peiho is navigable for large junks, any number of which might be pressed into the service of the commissariat. Having thus disposed of "J. C.'s" march of 15 days over 150 miles of country, presenting obstacles in the shape of "rivers and numerous canals, over which every bridge would be broken" (it is worthy of remark that there is not a single canal between Tien-tsin and the sea), the transport difficulties also, in a great measure, vanish. But even were we thrown upon the resources of the country in this respect, "J. C." is in error when he says "there are no draught horses or draught oxen." Oxen are extensively employed throughout the north of China for draught purposes, and I have frequently seen teams composed of oxen, horses, mules, and asses, traversing the woods in the neighbourhood of Tien-tsin.

I quite agree with "J. C.," however, in thinking it would be unwise to depend upon the Philippines for horses. The best draught animals in China are the Chinese themselves. I accompanied a body of 1,000 men on a five days' march into the interior from Canton, along narrow pathways, across rice-fields, and over country in every respect more difficult than the open steppe country of Chih-li, and yet we succeeded in taking our light mountain guns with us, while the docile obedient Chinese coolie corps carried all the heavy baggage. It is worthy of note, moreover, that we never found any difficulty in engaging coolies at the villages through which we passed. Again, we could always depend upon the country people for supplies. When we ascended the Peiho as conquerors in 1858 we found no difficulty in purchasing provisions from the natives. Nor would there be any again. The chink of cash is irresistible to the ear of the most patriotic Chinaman.

I hardly think it worth while discussing "J C's" alternative of taking Nankin. He says "it was the occupation of Nankin that brought the Chinese Government to terms in 1842, and there seems no reason why it should not be equally successful now." This argument applies much more strongly to Tien-tsin. It was the occupation of Tien-tsin that brought the Chinese Government to terms in 1858, and there seems no reason why it should not be equally successful now. In fact, I am convinced that it will be successful, and that the capture of Pekin and the flight of the Emperor and officials into Tartary, so much dreaded by "J. C." is not more likely to be involved by the next occupation of Tien-tsin than it was by the last. In order, however, to secure compliance with those demands which our re-occupation of Tien-tsin will doubtless force out of the Chinese Government, it will be necessary to hold some point on the Peiho until the Emperor has thoroughly recognized our power, and the position of a British Minister at Pekin is assured. I may just mention, in conclusion, that the reason why the occupation of Nankin now would not be attended with the same results as it was in 1842 is, in the first place, because we took it from the Emperor in 1842, and now we should take it from the enemies of the emperor. If we were to ask that exalted individual what military operation he would prefer to see us undertake, he would probably say the capture of Nankin. I have not much confidence in the gratitude of a Chinaman, but that would be the only sentiment which we could hope to stir by the opperation. Meantime we have got Canton on our hands, and our two years' occupation has produced no effect. It would be scarcely prudent to cumber ourselves with another city twice its size. It is, however, a mistake to suppose that the occupation of Nankin procured the treaty of 1842. The blockade of the mouth of the Grand Canal involved in that occupation was the screw which operated on the Imperial Government on that occasion. That canal no longer exists as a channel of communication. The grain supply reaches Pekin by the Peiho. There must the screw be applied, it is the Achilles' heel of China, hence the anxiety manifested in defending it.

December 29. L. O.

To the Editor of the "Times."

SIR,—I beg you to allow me room for a few comments on the letter of "L. O.," which appears in your publication of the 31st December, purporting to be a reply to a previous letter of mine on the same subject. From the local knowledge and ready writing of your correspondent, one is tempted to believe that he writes semi-officially; and, if such to be the case, a refutation of his delusions is the more necessary.

Your correspondent pertinaciously insists, in opposition to my views, that a march on Pekin by a force of 22,000 men is the only effective way of bringing the Chinese Government to its senses; and it is astonishing with what ease and satisfaction to himself he gets over all the difficulties of the 15 days' march which intervenes between the coast and the Imperial capital. When Lord Elgin ascended the Peiho and dictated the Treaty of Tien-tsin the Chinese were taken by surprise and offered no resistance, and now, when they have surprised us, and inflicted on us the inglorious defeat of the Tacoo Forts, he fancies they may be surprised again. This is sheer infatuation. He conveys the whole allied army, with its followers—probably not fewer than 50,000—by water as far as Tien-tsin, a distance of about 100 miles, although the narrow, shallow, crooked ditch called the Peiho should be obstructed through its whole length by stakes, booms, and sunken junks. The French and English engineers are to remove all such obstructions—hard work for engineers. To convey the allied army, with its artillery, baggage, camp equipage commissariat, and hospitals, to Tien-tsin, at the very moderate rate of a ton to each person, 50,000 tons of shipping, which, from the shallowness of the Peiho, must all be small craft—such vessels as were defeated or destroyed at the Tacoo forts—would be required; but the French and English fleet cannot afford one-fourth part of such a supply.

I made the obvious and inevitable objection to the expedition that it would arrive in China without any means of transport, or, at all events, with very inadequate means. This seemingly insuperable difficulty is got over by supposing that the necessary supply of cattle would be obtained in the enemy's country—a condition which would imply in the framers of the expedition an indescribable amount of indiscretion. But I objected that even if the horses and oxen of Northern China were obtainable, they were totally unfit for he proposes to which an European army would apply them. The horses are all small galloways, little exceeding 13 hands high, and the oxen are proportionally small. If they were ever so fit, is it not highly probable that the Tartar Cavalry, known to scour the extensive plain that lies within the sea and Pekin, would drive them away? He has himself, indeed, his misgivings, for he proposes to employ Chinese coolies for drawing siege and field artillery. He saw them doing something of the kind in the populous neighbourhood of Canton, and thinks they will be available in the plain of the Peiho, which is not populous.

But your correspondent is not satisfied with attributing abundant means of transport to the invaded country, for he ascribes to it also an ample supply of food for the invaders—a thing which will appear to the reasonable reader the more remarkable seeing that the province invaded is one incapable of furnishing food enough for its own population.

Supposing the allied army, however, to reach Tien-tsin, or to get by the Peiho, even 10 miles beyond, then, your correspondent tells us, there is a good causeway for 40 miles, which brings you to Pekin. This existence of a causeway of course implies the existence of a marsh; and, unless the Chinese be less astute than they showed themselves at the mouth of the Peiho, they will cut the causeway in a dozen places, and force the allied army, without any means of transport, to march through a bog.

But I will suppose the allied army overcoming every obstacle to its march, to have reached Pekin, and to have captured it. The Emperor and his Court, unless we suppose them to consult our convenience, which is not likely, will have betaken themselves to Tartary, where they cannot be followed. Thus there will be no one to treat with, and consequently no treaty. Our march on Pekin will be to no purpose. We cannot stay there, at 150 miles' distance from our base of operations, and there will be nothing for it but to retreat, which the Chinese will very fairly construe into a defeat. It is possible that the projectors of the expedition may reckon on the Chinese being intimidated into a compliance with our demands by the mere display of our large force; but I must not impute this to them, for it would simply imply that we had sent a great fleet and a great army to the distance of some 15,000 miles to play a game at brag with the Chinese.

Your correspondent says that he does not think it worth his while to discuss—but he discusses it, notwithstanding—the project of bringing the Chinese to reasonable terms by the capture of Nankin. His reasons are by no means conclusive.—we took the place in 1842 from the Emperor, and now we should take it from rebels and freebooters. What signifies it from whom you take it, since, in any case, it gives the command of the most important position in China—one easily taken, and easily kept. The Emperor attaches so much importance to its possession that he has been besieging it for the last seven years, and in our occupation he will attach still more importance to it. It brought the first Chinese war to a close, and procured the treaty which goes by its name. Our attack by the route of the Peiho procured no treaty at all, but brought on a disaster and the "third Chinese war."

January 2. J. C.

To the Editor of the "Times."

SIR,—Having been a resident in China for some years, will you allow me to make a few remarks on the letters of your correspondents "J. C." and "L. O.?"

To take possession of Nankin, as suggested by "J. C.," would require us to dispossess a body of rebels already in open hostility to the Government at Pekin, and I fail to understand how this is likely to bring the Court to submission. It was the possession of the Yangtze entrance to the grand canal, through which supplies of rice at that time reached the north of China, which settled the first war; grain can no longer be forwarded by that route, and is now sent in seagoing junks. Probably the same policy which answered in 1842 would be successful now; but we must adopt different means to carry it out; we must now blockade the ports of Shantung and Pechelee, or, what would be more easy and probably quite as efficacious, issue a notice to the Chinese that, pending a settlement with the Government, all grain junks bound for either of these provinces, and found to the north of the Yangtze, would be seized by our men of war.

Possibly "L. O." is right in supposing that the difficulties in reaching Pekin with an army of 20,000 or 25,000 men would be easily overcome. But this can only be his impression; we know nothing, and can know nothing, on the subject; indeed, the advices from Shanghai by the last mail give the impression that, as usual, we may be found underrating our enemy, and that we may find the obstacles to success greater than we suppose. If we do fail!

But suppose we succeed in taking Pekin with a facility which reflects no honour, or after an opposition costly in money and in human life, what then? The country wants to vindicate its honour, and then peaceably to trade. But a victory and possession of Pekin would be as unfortunate as a defeat. The Imperial seems the best and only possible Government for China at present, but it is weak, perhaps tottering, and the capture of Pekin by a foreign Power would be attended by such a loss of prestige that the probability is it would be overturned. Knowing what anarchy is in China, I shrink from throwing a population of over 300 millions into that state, and we had experience enough in Shanghai in 1853 and 1854 of the effects of Chinese anarchy upon our trade to wish a recurrence of it for English interests.

But what are we to do? If not too late, the supplies of grain coastwise should be stopped, and we must take and keep the forts at Takoo until the Court at Pekin offers to come to terms. The easier we make those, the better both for it and for ourselves, and without giving up a single right that has been already conceded, I am sure it will be wise in us to waive both the reception and the residence of our Ambassador at Pekin, the opening of all the new ports except, perhaps Swatow, and the right of foreigners to travel in the interior for the present. None of these are likely to be of much value to us, while they are all more or less likely to lead us into trouble with the Government—a thing we all want to avoid for the future, if we can.

January 2. M. N.

To the Editor of the "Times."

SIR,—It would be much better, at this important crisis in the Chinese question, if writers upon the subject would sign their names, instead of putting their initials, in order that we might estimate at their proper value the information that they may have to give, or appreciate the motives which may bias their opinions. So far as "J. C." is concerned, I dond't think I ever read more errors within an equal quantity of print. Yet I am hardly prepared to wade through as much manuscript to refute them; but I may tell your readers briefly that the idea of blocking up the Peiho river, which flows through an alluvial plain, is simple folly, and it affords water carriage to within 12 miles of Pekin, to a place called Tungchow, and that few, if any canals intersect the province of Pecheli, and this because between the Peiho and the Great Wall the province is not over-blest with water privileges. "J. C." sees nothing but difficulties—nothing but errors. Why should he write down Generals Hope Grant and Mansfield as consummate asses, who are going to throw themselves, with 20,000 men, into the city of Pekin, like the leaders of a mere African razzia, without looking to their supplies, their supports, &c.? He says Pekin is an open town; we all know it to be a walled one. He ignores the fact that for five years, not only Nankin, but an area of 200 miles in a due east and west line of the valley of the Yang-tsze, has been in the hands of the Taepings, without in any way alarming the Emperor for the stability of his empire. Our occupation of Nankin, unaccompanied by operations elsewhere, would have about as much effect as the Taeping movement or the holding of Canton has had. Lord Elgin was never coerced by home authorities or "indiscreet individuals" in China to insert those two most important clauses in his treaty — namely, the right of visiting the interior of China by our traders or missionaries, and the permanent residence of an accredited British agent in Pekin. I fancy his Lordship knew pretty well that he might as well have stayed at home if he could not wring these clauses from the Court of Pekin, and I have no hesitation in saying that without these clauses we had better leave all treaty-making alone, and trust to our merchants and smugglers fighting and finding their own way to every part of China, and protecting themselves. "J. C." and another writer—"M. N."—advocate drawing in our horns, and remaining where we were in 1856. I will undertake to say that any such policy will be perfectly misunderstood by the Chinese from one end of the empire to the other, and that there is not a consul or a captain of a man-of-war who will not have another "lorcha affair" on his hands within 12 months. And why, may I ask, is it unreasonable for us to seek to trade honestly and fairly with every Chinaman? Why should we, who live by the sales of our manufactures, submit to have prohibitory duties laid on them, when such duties are contrary to treaty? And, above all, why should not English merchants or political agents dwell in Pekin as well as Russian priests, students, and Ambassadors? And on that head your news of to-day fully reassures us.

The two objectionable clauses are closely and immediately connected. We cannot have one without the other; yet "J. C." says we want more trade with China; he has hit that nail on the head; but how are we to have that without guaranteeing protection for our traders by being able to lay all grievances or give all explanations direct to the Court of Pekin? Another assertion is made. I am curious to know upon what grounds Lord Elgin says that indemnity for war expenses is out of the question. I reply that the seizure in the winter of 1857-58 of the vast Imperial grain fleet, which was at one time entirely in our hands, would have realized more than enough to meet our expenses in what has been dignified with the title of the "second China war," and an embargo upon all the taxes levied upon European exports in the open ports of China will nearly meet all our current expenses for this third war, and divert them profitably from the defence of the capital. "L. O." says we have but to go to Tien-tsin to get another treaty. I disagree with him, unless he has prepared to forego the two clauses, and, in fact, make concessions to the Chinese, instead of forcing them to adhere to their engagements; and I do most earnestly deprecate any idea of partial hostilities—petty war. If we are in earnest, let us be so, or the Chinaman will soon see through the imposition, and the third war will drag on as the first one did, for many a long year; or we shall get a worthless treaty, and have that chronic irritation perpetuated under which China and England have been living for some years.

We must teach the Chinese from one end of the empire to the other that peace is far preferable to war with us "outer barbarians." The force that will be there by May next is ample for all purposes, Lord Elgin's policy of war in one quarter, peace in another, has resulted in a blow-up of our treaty within 12 months, for it is folly to tell those who know anything of China that we are merely fighting the Court, Council, or Emperor. There is not a Chinese merchant who has not voluntarily contributed, and who will not contribute, to keep us out of the interior of China until they see we are really in earnest about it, and then they are far too practical a race to persevere in opposition to the point of ruin. It was the great commercial guilds of Northern China who supplied Prince Sung-o-losin with the funds and means to make one more effort on their behalf to preserve the enormous monopolies which fall to the ground the day the Elgin Treaty comes into force; and I do trust that this treaty, and not one jot less than it, will be insisted upon, together with ample indemnity for all expenses. Impoverish the Emperor of China! impoverish China! Not while there are 400,000,000 of people in it who have but one object in life, the acquisition of wealth.

The first war with China lasted from 1839 to 1842, because we attempted to carry on a petty war in one corner of the empire. It was only after Sir W Parker's arrival, in 1841, that we went earnestly into the work, and then nearly one half the empire was so severely shaken that a peace was obtained that lasted 14 years—a very fair duration for any Asiatic engagement, whether pecuniary or commercial. The second war commenced in 1856 and lasted until June, 1858; it was first a petty war in the South of China, then an equally partial one in the North. We were juggled, and shall be again if we merely undertake a military expedition to fight for the possession of the forts at the entrance of the Peiho. I advocate that the executive be given the means and ordered to operate judiciously and energetically against all the seaboard of Northern China, and to select a good base with a view to an advance upon Pekin after a winter of starvation shall have told Court and people what it is to war with us; that an expeditionary force ascend the Yang-tze-kiang to intercept supplies from Southern China; and that the Quang provinces be thoroughly kept in hand, so that when a treaty is really being signed by a submissive Emperor and Council in the North we shall have no Cantonese braves shouting defiance in the South. Our diplomatists might disport themselves wherever they pleased until the Court of Pekin was ready, without argument or correspondence (for they are sure to beat us in lying and knavery), to sign, seal, and carry into execution upon the spot every clause of the Elgin Treaty, with improvements, such, for instance, as an abrogation of our engagements to keep English men-of-war wherever a consul flies his flag, and other such drains upon our exchequer, and, above all to insist upon indemnification for all expenses. The Government of Pekin will screw the commercial guilds and gentry of Nor-

☞ *See Supplement.*

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KANAGAWA SHIPPING LIST.

Feb. ARRIVED.
13.—Moneka, (Am. sh.), McCaslin, Shanghai.
14.—Henry Ellis, (Br. sh.), Baillie, do.
14.—The Japanese, (Rus. war-str.), Hakodadi.
15.—Mary & Louisa, (Ha. sh.), Jones, Shanghai.
17.—Maggie, (Br. bq.), Le Geyt, do.
18.—Medina, (Br. sh.), McDonald, put back.
19.—Azof, (Br. str.), Gaby, Shanghai.
19.—Excelsior, (Br. sh.), Robson, do.
20.—Henrietta Louisa, (Du. sch.), ——, H'kong.
24.—Schiller, (Du. bg.), Saltzkorn, put back.
25.—Melita, (Am. sch.), Stratton, Shanghai.

Feb DEPARTED.
9.—Claro, (Br. bq.), Skem, Hongkong.
11.—Princess Charlotte, (Du. bg.), Hill, S'ghai.
13.—Schiller. (Dut bg), Saltzkorn, do.
15.—Medina, (Br. sh.), McDonald, do.
22.—Medina, (Br. sh.), McDonald, do.
24.—Rover, (Am. sh.), ——, San Francisco.
27.—Azof, (Br. str.), Gaby, Shanghai.

VESSELS IN HARBOUR.

Nassau, (——); Argonaut, (Am. sh.); Koh-i-noor, (Br. bq.); Broadwater, (Br. sh.); Christian Louis, (Du. bg.); The Japanese, (Rus. war-str.); Moneka, (Am. sh.); Julie, (Fr. sh.); and Schiller, (Du. bg.)

NAGASAKI SHIPPING LIST.

Feb. ARRIVED.
23.—Groningen, (Du. war str.), Van der Meersch, Samarang.
24.—Vesper, (Am. whal.), ——.
26.—Syrian, (Br. bq.), Hodgeton, Shanghai.
27.—Eaglet, (Br. bq.), Butcher, do.
28.—Acastus, (Br. bq.), Hogarth, do.
March.
2,—Azof, (Br. str.), Gaby, Kanagawa.

Feb. DEPARTED.
21,—Urania, (Am. bq.), Turner, Kanagawa.
25.—Esther May, (Am. sh.) Bird, Shanghai.
26.—Maryland, (Am. bq.), Crosby, do.
March
3,—Azof, (Br. str), Gaby, Shanghai.

VESSELS IN HARBOUR.

Acastus, (Br. bq.); Eaglet, (Br. bq); Syrian, (Br. bq), loading for Shanghai; Vesper, (Am. sh.); Velez, (Br. sh.), loading for Shanghai; Kate Cleather, (Br. bq.), loading for London; Marie Gabrielle, (Fr. sh.); Chicora, (Br. sh.); Groningen, (Du. war str.); and Emperor, (Jap. str).

SHANGHAE LIBRARY.

List of Books received this mail.

725—Schiller's Life, by Palleski, 2 vols.
678—Brialmont & Gleig's Life of the Duke of Wellington.
726—Civil Correspondence of the Duke of Wellington.
1266—A Visit to the Phillipine Isles, by Sir John Bowring.
1267—Pictures of the Chinese, by Rev. W. Cobbould.
1268—Fate of Franklin, by Capt. McClintock.
1269—Story of New Zealand, by Dr Thomson.
1270—The War in Italy, by Carlo Bossoli.
1915—Julian Home.
1916—The Human Face Divine.
1917—The Day of Small Things.
1918—Seven Years, by Miss Kavanagh.
2354—History of the Commercial Crisis, 1857.
2355—Dramatic Riminiscences, by G. Vandenkoff.
2294—Pictures of Life and Character, by John Leech—3d series.
The Gordian Knot, parts X. to XII.
One of them.
Plain or Ringlets?
Magazines and Reviews for January.

Shanghae, 6th March, 1860.

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SHIPPING INTELLIGENCE.

ARRIVALS.

Date	Vessels.	Flag & Rig.	Tons	Captain.	From	Sailed	Cargo.	Consignees.
Mar 4	Aden	B. str.	507	Bernard	Hongkong*	Feb 29	Op., &c.	W. R. Dalziel, P.&O. Agt
.. 4	La Mandarina	Per. sch	215	Summons	do	.. 15	Sundries	Wm. Pustau and Co
.. 5	Medina	B. ship	357	McDonald	Kanagawa	.. 22	do	W. R. Adamson & Co
.. 5	Princess Charlotte	Du. bg	266	Hill	do	.. 12	do	Russell and Co
.. 6	Faust	Ha. sch	152	Thuran	Hongkong	.. 14	do	Wm. Pustau and Co
.. 6	Azof	B. str.	476	Gaby	Nagasaki	Mar 3	do	W. R. Dalziel, P.&O. Agt
.. 6	Benvoirlich	B. ship	599	Stewart	London	Oct 5	General	Smith, Kennedy and Co
.. 6	Mentchikoff	Rus. bk	270	Rosaland	Sitka		Sundries	Augustine Heard & Co
.. 7	Sampson	H.M. str		Hand, C.B.	Chefoo			
.. 7	Indiaman	A. ship	1164	Smith	New York	Oct 30	General	Vaucher, Frères
.. 7	Eureka	A. ship		Cutler	do		do	Russell and Co
.. 7	Betty Perlbach	Ha. bk	314	Blohm	Fuchau	Feb 22	Timber	Siemssen and Co
.. 8	Impérieuse [H.M. sc-st fri				Hongkong	.. 22		
.. 8	Rémi	B. str.	322	Laen	Wreck			Rémi, Schmidt et Cie
.. 8	Ville de Dieppe	Fr. sh.	940	Rousseau	Baltimore	Oct 10	Coals	Dent and Co

* With Mails.

DEPARTURES

From Woosung.

Date	Vessels.	Flag & Rig.	Tons	Captain.	Destination	Cargo.	Despatched by
Mar 2	Emma	B. brig	121	Douglas	Nagasaki	Sun., &c.	Wm. Marshall
.. 4	Jacoba	Me. sch	139	Aguire	*Unknown*	Ballast	Turner and Co
.. 4	Witch of the Seas	B. bark	391	Baxter	Kanagawa	do	Jardine, Matheson and Co
.. 5	Yang-tsze	A. str	700	Dearborn	Hongkong	do	Dent and Co
.. 5	Peiho	A. str.	400	Barcham	Hkong & Ports	Tea, &c.	Russell and Co
.. 6	Roebuck [H.M. sc.st.sl.			Marten	Japan		
.. 7	Cruiser	H.M. str		J. Bythesea, v c	Chusan		
.. 7	Bustard [H.M. g.-boat			F. W. Hallowes			
.. 7	Formosa	B. str.	450	Browne	Hongkong*	Silk&Sun	W. R. Dalziel. P. and O. Agent
.. 8	Greta	Ha. bg	176	Wedell	Hkong & W'poa	Tea,&Sun	Wm. Pustau and Co
.. 8	Matanzas	A. bark	427	Bennet	Manila	Sundries	Russell and Co
.. 8	Resolute	A. ship	786	Sherrill	Singapore	Ballast	Gilman and Co
.. 8	Sampson	H.M. str		Hand, C.B.	Hongkong		
.. 8	Brave Lourmel	Fr. ship	477	Divoire	do	Ballast	Rémi, Schmidt et Cie
.. 9	Gazelle	B. schr	212	Cunningham	Fuchau	Sundries	James Hooper

* With Mails.

SHIPPING IN HARBOUR

And at Woosung.

MERCHANT VESSELS.

Vessels.	Date of Arrival	Flag & Rig.	Tons	Captain.	Consignees.	Destination	Intended despatch
Aar	Feb 10	Ha. sh	398	Brushn	Wm. Pustan and Co	Swatow	
Aden	Mar 4	B. str.	507	Bernard	W. R. Dalziel. P. and O. Agent	Hongkong*	23d inst
Agra	Dec 27	B. ship	714	Boyle	Wetmore. Williams and Co.	Fuchau	Early
Attalante	Feb 26	Du. str	200	Hartmans	Wm. Pustan and Co		
Azof	Mar 6	B. str.	476	Gaby	W. R. Dalziel, P. and O. Agent	Nagasaki	14th inst
Beaver	Jan 7	A. ship	727	Smith	Russell and Co	New York	Imdt.
Benvolrlich	Mar 6	B. ship	599	Stewart	Smith, Kennedy and Co		
Betty Perlbach	Mar 7	Ha. bk	314	Blohm	Siemssen and Co		
Christine Brocklemann	Feb 23	Mbg. bk	400	Woss	Siemssen and Co		
Countess of Seafield	Mar 1	B. bark	492	Brown	Dent and Co.	London	
Eureka	Mar 7	A. ship		Cutler	Russell and Co	New York	
Faust	Mar 6	Ha. sch	152	Tharan	Wm. Pustau and Co		
General Jacobi	Feb 24	Bre. bk	447	Wieland	Wm. Pustau and Co	Hkong&W'poa	Early
Granada	Feb 15	A. schr	331	Taylor	Howard and Co	Nagasaki	12th inst
Hendrick Ido Ambacht	Feb 23	Du. bk	756	Byl	Wm. Pustau and Co	Singapore	Imdt.
Home	Feb 18	A. bark	331	Basset	H. Fogg and Co		
Indiaman	Mar 7	A. ship	1164	Smith	Vaucher, Frères		
Julie	Feb 7	Bre. bk	372	Burhom	Turner and Co.	Swatow	9th inst
Juno	Mar 1	Du. bk	584	Chevalier	Siemssen and Co		
Kamehameha IV.	Feb 8	B. ship	499	Cherry	Smith, Kennedy and Co	London	Early
La Mandarina	Mar 4	Per. sch	215	Summons	Wm. Pustau and Co		
Lord Clarendon	Dec 25	B. brig	273	Prance	A. R. Tilby		
Maryland	Mar 1	A. bark	194	Crosby	Frazar and Co	Nagasaki	15th inst
Mary Russell Mitford	Feb 16	B. bark	519	Leadley	Bower, Hanbury and Co.		
Medina	Mar 5	B. ship	357	McDonald	W. R. Adamson and Co.	Kanagawa	Early
Mentchikoff	Mar 6	Rus. bk	270	Rosaland	Augustine Heard and Co.		
Meteor	Feb 28	B. str.	136	MacDonnell	Captain	Tug	
Nimrod	Dec 13	B. bark	234				
Norma	Jan 5	Swe. sh	415	Norman	Russell and Co	Batavia	
Oscar	Feb 7	Rus. bk	830	Parman	Captain		
Persia	Feb 1	B. ship	661	Parnall	A. R. Tilby	Amoy	cld 8th
Princess Charlotte	Mar 5	Du. bg.	266	Hill	Russell and Co		
Red Gauntlet	Feb 7	A. ship	1035	Lucas	Wetmore, Williams and Co.	New York	20th inst
Rémi	Mar 8	B. str.	322	Laen	Rémi, Schmidt & Cie.		
Richard Busteed	Feb 7	A. ship	661	Stephenson	Wetmore, Williams and Co.	Fuchau	12th inst
Sarah Lucy	Feb 10	B. bark	450	Wilson	Fletcher and Co	Amoy	Early
Sea Witch	Jan 19	B. bark	373	Roy	Johnson and Co		
Sir Geo. Pollock	Feb 20	B. ship	630	Withers	Lindsay and Co		
Sir W. F. Williams	Feb 7	B. ship	869	Rees	Shaw, Bland and Co	London	
Sophia Adelaide	Feb 10	Rus bk	440	Kolman	Augustine Heard and Co		
Star of the North	Feb 18	B. ship	935	Buckham	Fletcher and Co		
Tiempo	Feb 11	Sp. bg	293	Escassi	F. Loureiro		
Tinos	Feb 16	A. bark	527	Bennett	Lindsay and Co	Ningpo	cld 7th
Troas	Feb 20	B. ship	663	Holmes	Jardine, Matheson and Co	Kanagawa	cld 8th
Twee Jeannes	Jan 14	Du. bk	572	Windt	Wetmore, Williams and Co.		
Ville de Dieppe	Mar 8	Fr. sh.	940	Rousseau	Dent and Co		

[46 *Merchant Vsls.*] * At daylight with the Mails for Europe.

SHIPS OF WAR IN HARBOUR & AT WOOSUNG.

Names	Class	Guns	Tons	Crew	Commander	Horse-power
Furious	H M-pd-whl st-fri	16	..	...	O. J. Jones	400
Impérieuse	H M sc-st-fri	51	2347	530	R. Maguire; {Flag-ship of Rear-Adml. L. T. Jones, C.B.}	360
Nimrod	H M dispt-boat	6	..	..	R. J. Wynniatt	180

ARRIVAL OF THE MAILS.

		Jany.	Feby.	March	April	May	June	July	Augt.	Sept.	Oct.	Nov.	Dec.
1850		7	13	6	5	3 & 24	24	24	15	28	22	24	29
1851		none	1	7	2	1 & 30	24	20	17	28	31	none	1
1852		6	9	2	27	19	15	15	14	13	26	19	24
1853	Monthly	26	20	19	19	30	20	27	17	13	22	24	22
	bi-monthly	—	—	—	19	3 & 30	none	3 & 29	none	9 & 28	none	10	20
1854	Monthly	28	25	none	11 & 26	17	22	18	17	25	27	28	none
	bi-monthly	15	7	9	5	12	8	6	4	8 & 28	none	18	22
1855	Monthly	16	none	5	none	—	—	—	—	—	—	—	—
	bi-monthly	16	8	11	13	5	4	2	5	4	4	8	13
1856	Monthly	11	8	19	9	7	1	3	3 & 6	7	8	13	9 & 10
	bi-monthly	—	—	—	—	21	25	21	15	28	28	27	none
1857	Monthly	4	11	5	7	6 & 30	—	14 & 27	—	1 & 29	—	3 & 30	—
	bi-monthly	—	2 & 23	—	2 & 25	21	21	14	12	18	28	24	—
1858	Monthly	3	16	8	5	2 & 28	24	28	26	25	31	30	—
	bi-monthly	1 & 25		24	—	2 & 12	12	12	11	14	15	17	16
1859	Monthly	1	3	8	2	1 & 26	—	29	28	26	29	—	5 & 31
	bi-monthly	21	17	23	15	14	12	15	12	15	15	22	22
1860	Monthly	..	3	2	..	..	..	..	..	..	..	..	..
	bi-monthly	20	15	..	..	..	..	..	..	..	..	..	..

VESSELS EXPECTED.

From *London*—Oscar, 12th Sept.; Forest Eagle, 15th do.; Empress, 8th Oct; Lady Elizabeth, 15th do.; Maida, 1st Nov.; Lucknow, 5th do.; Peterborough, 28th do.; Millbrook, 30th do.; Salacia, 23d Dec.; and Jubilee, 30th do.

Downs—Union, 1st June. *Portsmouth*—Heroes of Alma, 10th Nov. *Dover*—Ukko, 9th Nov.

Liverpool—Constantia, 11th Oct.; E. P. Stringer, 15th do.; Flying Seud, 17th do.; Templeman, 20th do.; Berwick Walls, 25th do.; Invincible, 16th Nov; Hurricane, and Ranee, 24th do.; Fanny McHenry, 25th do.; Hannah Salkeld, 30th do.; Sappho, 9th Dec.; Derwent, 11th do.; McLeod, 15th do.; and Bacchante, 6th Jan.

Cardiff—Rosetta, 27th Oct. (put back 1st Nov.); Nabob, 26th Oct.; Dakotah, 14th Nov.; Branscombe, 18th do.; and Burgermeister, 9th Dec.

Swansea—Prins Hendrik, 12th Dec. *Bourdeaux*—Gustaf, 16th Dec.

Hull—Lady F. Hastings, 15th Oct. (put back 4th Nov.) *Plymouth*—Bucephalus, 8th June.

Shields—Britannia, 25th July; Earl of Chester, 27th Oct.; and Rosina, 27th Dec.

Yarmouth—Augusta & Meline.

New York—Union, 5th Sept.

COMPARATIVE STATEMENT *of the* EXPORT *of* TEA *and* SILK *from* SHANGHAI.

Year ending 30th June,	Total Black	Total Green	TEA Total Pounds	SILK Total Bales
1844-45	....	....	3,800,627	6,433
1845-46	....	....	12,459,988	13,192
1846-47	....	....	12,494,140	15,972
1847-48	....	....	15,711,142	21,176
1848-49	....	....	18,303,074	18,134
1849-50	....	....	22,363,370	15,237
1850-51	....	....	36,722,540	17,243
1851-52	....	....	57,675,000	20,631
1852-53	....	....	69,431,000	28,076
1853-54	....	....	50,343,817	58,319
1854-55	45,385,816	34,835,429	80,221,245	53,965
1855-56	29,115,273	30,184,693	59,299,966	57,463
1856-57	12,470,686	28,443,704	40,914,390	92,160
1857-58	23,978,114	25,998,527	51,317,003	66,391
1858-59	....	....	39,135,939	85,970

TO GREAT BRITAIN, *(direct)*, HONGKONG *and* PORTS BEYOND.					TO THE UNITED STATES.			
Year ending 30th June,	Black Tea	Green Tea	TEA Total Lbs.	SILK Total Bales	Black Tea	Green Tea	TEA Total Lbs.	SILK Total Bales
1847-48	....	....	11,372,141	19,117	226,636	1,514,151	1,740,787	[illegible]
1848-49	....	....	12,310,363	15,915	616,257	2,370,075	2,986,332	.....
1849-50	....	....	13,867,497	13,162	1,648,829	3,974,879	5,623,708	33
1850-51	....	....	21,687,816	15,225	2,751,899	7,316,641	11,068,540	415
1851-52	....	....	31,225,000	20,333	3,600,000	14,400,000	18,000,000	324
1852-53	....	....	38,664,100	24,803	2,934,700	19,965,600	22,900,300	291
1853-54	....	....	29,856,188	55,185	3,118,200	13,584,200	16,702,400	351
1854-55	39,586,059	10,428,020	50,014,095	58,965	1,154,375	22,584,306	23,735,381	1,414
1855-56	24,668,430	8,543,424	33,211,854	56,275	289,442	20,650,537	20,939,979	.....
1856-57	10,607,084	10,794,187	21,401,571	90,523	381,553	16,886,572	17,268,125	[illegible]
1857-58	22,415,292	7,212,648	29,627,940	65,740	315,303	17,625,806	17,941,109	[illegible]
1858-59	10,065,658	6,914,724	16,980,382	28,395	580,753	18,907,288	19,488,041	[illegible]

EXPORT *of* TEA *and* SILK *from* SHANGHAI, *from 1st July*, 1858, *to 30th June*, 1859.

DESTINATION.	BLACK TEA Lbs.	GREEN TEA Lbs.	TEA. Total Lbs.	SILK Total Bales
To GREAT BRITAIN, *direct*,	10,065,658	6,914,724	16,980,382	28,395
UNITED STATES.	580,753	18,907,288	19,488,041	2,349
AUSTRALIAN COLONIES,	....	....	690,734	....
NORTH AMERICAN COLONIES,	57,087	453,513	510,600	....
THE CONTINENT OF EUROPE.	211,661	....	211,661	} 54,921
COASTWISE.	1,533	1,252,988	1,254,521	
MANILA,	....	....	....	145
Total	....	....	39,135,939	85,970

EXPORT *of* TEA *and* SILK *from* SHANGHAI *to* GREAT BRITAIN, *(direct)*,

From 1st July, 1859, to dates.

Sailed	Ship's Name.	Tons	For	Black Tea	Green Tea	TEA Total Pounds	SILK Total Bales
July 1	Woodville	361	London	225,462	32,000	257,462	17
.. 20	Hersilia	623	..do.	641,755	113,320	755,075	....
.. 29	Admiral	412	..do.	322,665	148,312	470,977	65
Aug 6	Challenger	698	..do.	430,223	149,800	580,023	1,455
.. 12	Egmont	767	..do.	691,317	59,222	750,539	146
.. 23	Falcon	793	..do.	522,238	218,883	741,121	1,597
.. 28	Rubens	403	..do.	375,540	39,970	415,510	....
Sept 1	Neville	715	..do.	523,060	242,789	765,849	879
.. 4	Stornoway	527	..do.	322,039	178,471	500,510	978
.. 9	Ballarat	712	..do.	365,970	238,094	604,064	1,155
.. 13	Cambalu	499	..do.	442,632	105,220	547,852	1,021
.. 24	Wagoola	549	..do.	407,189	256,029	663,218	566
.. 24	Abdul Medjid	399	..do.	382,285	126,736	509,021	295
.. 24	Earl of Southesk	335	..do.	341,635	....	341,635	491
.. 24	Eastfield	434	..do.	441,529	63,127	504,656	122
Oct 8	Assyrian	555	..do.	269,800	365,933	635,733	835
.. 9	Wynaud	546	..do.	345,137	208,703	553,840	277
.. 24	Sultan	1181	..do.	863,968	157,111	1,021,079	255
.. 26	Tung Yu	1136	..do.	1,125,076	9,701	1,134,777	537
.. 29	Egean	307	Liverpool	168,944	185,093	354,037	....
Nov 2	William	703	London	748,084	52,925	801,009	312
.. 3	Beemah	887	..do.	780,252	196,035	976,287	542
.. 9	Friar Tuck	662	..do.	501,070	197,108	698,178	331
.. 11	Sea Nymph	463	Cowes for ords.	424,426	46,266	470,692	....
.. 11	Flying Spray	370	London	349,980	87,783	437,763	334
.. 11	Strathmore	450	..do.	332,060	221,277	553,337	845
.. 26	Chieftain	597	..do.	390,087	261,169	651,256	46
.. 27	Conheath	227	Cowes for ords.	245,064	21,060	266,124	....
.. 29	Evening Star	811	London	640,729	202,493	843,222	358
Dec 1	City of Carlisle	636	..do.	776,061	214,201	990,265	310
.. 18	Naomi	709	..do.	575,100	351,000	926,100	291
.. 23	Spray of the Ocean	804	..do.	734,109	180,284	914,393	519
.. 27	Australia	720	..do.	421,328	182,522	603,850	661
Jan 1	Solent	732	..do.	547,018	328,920	875,928	326
.. 8	Chryseis	477	..do.	394,300	56,000	450,300	....
.. 16	Patna	325	..do.	279,800	99,500	379,300	[illegible]
.. 24	Bride of the Seas	516	..do.	127,620	308,760	436,380	314
.. 26	Dona Anita	456	..do.	201,430	217,500	*418,930	349
.. 29	Melancthon	453	..do.	449,349	44,595	493,944	5
Feb 19	John Robinson	415	..do.	278,176	178,113	456,289	75
.. 22	Maori	799	..do.	720,318	125,585	845,903	....
.. 22	Vanguard	626	..do.	709,604	113,941	823,545	....
.. 23	Cornubia	459	..do.	461,179	40,567	501,746	45
.. 29	Biobio	582	..do.	499,689	105,761	605,450	210
.. 29	Westburn	593	..do.	582,956	48,245	631,201	457

* also 12,900 lbs. Japan Tea.

EXPORT *of* TEA *and* SILK, *from* SHANGHAI *to the* UNITED STATES,

From 1st July, 1859, to date.

Sailed	Ship's Name.	Tons	For	Black Tea	Green Tea	TEA Total Pounds	Raw Silk. Peculs	Other Silk	Silk Piece Goods Pieces
Aug 15	Fairy	629	New York	13,680	461,637	475,317	157:30	....	15,975
Sept 27	N. B. Palmer	1399	..do.	12,143	1,134,273	1,146,416	164:38	....	17,259
Oct 1	Nonparell	1431	..do.	20,396	1,215,096	1,235,492	15:95	....	4,050
.. 4	Windward	818	..do.	10,100	685,100	695,200	118:17	....	1,475
.. 22	Pampero	1375	..do.	63,351	1,093,828	1,157,179	63:90	....	9,140
Nov 12	Eastern State	813	..do.	....	720,724	720,724	....	....	400
.. 18	Black Prince	1061	..do.	100,450	1,091,223	1,191,673	75:00	....	5,935
.. 26	Horatio	460	..do.	....	490,192	490,192	34:78	....	....
.. 27	Currituck	598	..do.	....	393,454	393,454	....	....	1,450
Dec 10	Swordfish	1034	..do.	....	813,662	813,662	8:00	....	1,920
.. 10	Joshua Bates	620	..do.	1,543	640,400	641,943	18:37	....	4,125
.. 18	Snow Squall	742	..do.	....	631,865	631,865	....	....	4,275
.. 27	Sancho Panza	875	..do.	61,100	718,500	779,600	27:78	....	2,250
.. 27	Skylark	1209	..do.	....	1,158,793	1,158,793	....	....	....
.. 30	Surprise	1261	..do.	....	1,003,400	1,003,400	23:81	....	4,400
Jan 24	Canvass Back	731	..do.	47,040	654,595	701,635	84:68	....	4,250
Feb 24	Edwin Forrest	1140	..do.	24,253	1,026,551	1,050,804	11:58	....	1,595
.. 28	Golden Rule	1185	..do.	34,438	1,239,202	1,273,640	16:00	....	625

EXPORT *of* TEA *from* SHANGHAI *to the* SOUTH AUSTRALIAN COLONIES *(direct)*.

From 1st July, 1859, to date.

Sailed	Ship's Name.	Tons	For	Black Tea	Green Tea	TEA Total Pounds
Sept 6	Sea Witch	337	Australia	....	....	298,145
Nov 16	Conradine Lackmann	566	Sydney	75,850	221,282	297,132
Jan 3	Juverna	281	..do.	....	22,855	22,855

EXPORT *of* SILK *from* SHANGHAI COASTWISE,

From 1st July, 1859, to date.

Sailed	Ship's Name.	Tons	For	SILK Total Bales
July 14	Aden, str.	507	Hongkong	1,637
Aug 2	Formosa, str.	450	do.	1,352
.. 17	Aden, str.	507	do.	2,111
Sept 3	Formosa, str.	450	do.	1,209
.. 10	Greta	176	do.	5
.. 21	Aden, str.	507	do.	2,119
Oct 6	Malabar, str.	1080	do.	2,664
.. 17	Formosa, str.	450	do.	49
.. 22	Aden, str.	507	do.	2,376
.. 23	Hellespont, str.	330	do....*via* Fuchau	20
Nov 8	Formosa, str.	450	do.	1,849
.. 24	Aden, str.	507	do.	2,197
Dec 7	Granada, str.	678	do.	2,040
.. 9	Carthage, str.	500	do.	386
.. 17	Hellespont, str.	330	do....*via* Fuchau	50
.. 22	Aden, str.	507	do.	2,486
Jan 7	Formosa, str.	450	do.	2,604
.. 22	Aden, str.	507	do.	2,181
Feb 7	Formosa, str.	450	do.	1,516
.. 19	Aden, str.	507	do.	2,184
Mar 7	Formosa, str.	450	do.	2,576

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them China to pay it. Let them do so; for they are really at bottom the cause of the Emperor and Court repudiating the treaty of 1858, and we can always at any rate receive the Custom duties collected at the open ports until the charges to which we have been put are defrayed.

I am, Sir, yours, &c.,
SHERARD OSBORN,
Captain.

London, Jan. 3.

To the Editor of the "Evening Mail."

SIR,—As the subject of our future military operations in China is one of such great national interest and importance at the present juncture, I venture to request your insertion of a few words in reply to the remarks which have been called forth by my letter of the 29th ult. As Captain Osborn objects to initials, I have given my name in full. This experienced officer has so satisfactorily disposed of the objections urged by "J. C.," that I only allude to his letter for the purpose of correcting one or two inaccuracies calculated to mislead.

And first as to myself. J. C. says:—"From the local knowledge and ready-writing of your correspondent, one is tempted to believe that he writes semi-officially." This imputation I must beg in the most unqualified manner to repudiate. I am quite unaware of the views of the Government beyond what is generally known by the public, nor have I discovered that "local knowledge" or "ready writing" are qualifications for which even semi-officials are usually selected.

It is not, as "J. C." says, 100 miles from Takoo to Tien-tsin by water, but about half that distance; and if it is, as he suggests, beyond the skill of our engineers to remove the wooden obstructions with which the Chinese may bar the river, for the alluvial plain does not supply them with stone, it will be satisfactory to know that it is only 35 miles by land, over a dry level plain, admirably adapted for the movement of troops.

I mentioned that beyond Tien-tsin the road was in some places on a causeway. This, says "J. C." implies the existence of a marsh; "they (the Chinese), by cutting through the causeway, will force the allied army, without any means of transport, to march through a bog." Here he is again quite wrong; except where the country is flooded at particular seasons, the most luxuriant crops extend as far as eye can reach on each side of the causeway, and during the spring, at all events, the army will neither have to march through bogs nor be likely to starve, even in the event of the total destitution of commissariat animals predicted by "J. C."

The policy of "J. C.," however, if ineffective, has the merit of being harmless, while that advocated by Captain Osborn seems to me pregnant with such serious and dangerous consequences to our commercial interests in China that it is of the utmost importance that the measures he urges should not be adopted lightly. Captain Osborn must admit that the residence at Tien-tsin of a few hundred marines and blue jackets in 1857 obtained us the treaty, but he denies that the occupation of that city again with 22,000 men would produce a similar effect, unless we conceded the two most important clauses in the treaty. The result alone can prove who is right; but he surely will not deny that the Government would yield if they saw us in possession of Toong-chow. This, however, is objected to by Captain Osborn on the ground of its being a petty war. "I do most earnestly," he says, "deprecate any idea of partial hostilities—petty war." "We must teach the Chinese from one end of the empire to the other that peace is far better than war with us 'outer barbarians.'" Captain Osborn then suggests the nature of these hostilities, and triumphantly points to the first China war, which lasted for three years, and involved the sacrifice of upwards of 2,000 British troops, the destruction of many cities, and countless unfortunate Chinese. As a proof of the advantage of this mode of procedure, "a peace was obtained," he says, "that lasted 14 years, a very fair duration for any Asiatic engagement." But Captain Osborn must surely have forgotten that in 1839 the coast of China was not dotted with British settlements. The effect of reading this lesson to the Chinese from "one end of the empire to the other" will be the total destruction of the foreign settlements at Shanghai, Foochow, Ningpo, Amoy, and Swatow, all as exposed and liable to incendiarism as were the illfated factories at Canton. The British merchant, building in China, who adopts Captain Osborn's view will be careful not to build a house that will last above 14 years. Captain Osborn accuses the mercantile guilds of the north of being the instigators of the war. I am at a loss to conceive how he has acquired this piece of information. I question whether any Englishman, however intimate his acquaintance with the inner springs which set in motion the complex and intricate political system of the Chinese Government, can positively affirm such to be the case. Upon this assumption, however, he charges them with the expenses of the war—suggesting incidentally the seizure of the grain fleet, and "an embargo upon all taxes levied upon European exports in the open ports of China." The revenue to be derived from this latter source, with *im*-'partial" hostilities going on, and the settlements at the open ports in ashes, would not be extensive. "J. C." accuses the Government of sending out 20,000 men to play "a game at brag" with the Chinese; he himself, with his permanent acquisition of Nankin, may very fairly be accused of a partiality for "cribbage," while the great end and object of Captain Osborn's policy seems to be a game of "beggar my neighbour" once every 14 years. Unfortunately, it is a game two can play at.

LAWRENCE OLIPHANT.

London, Jan. 4.

To the Editor of the "Evening Mail."

SIR,—Even if Mr. Oliphant is right in believing that the awful apparition of 20,000 men in Tientsin is to produce such a panic as would induce the Emperor to give us another treaty, how, may I ask, will he guarantee that it is a jot better one than that of 1858, or more likely to be adhered to? And from a prolonged occupation of that most foul-smelling city, heaven preserve my unlucky comrades, whether soldiers or sailors! No one knows better than the late able Secretary of Legation in China that if we confine our military operations to the Peiho River, and a direct advance upon Pekin, the treasuries of every one of the 18 provinces of China will contribute to its defence, and that every spare dollar from the millions annually paid by our merchants into the Custom-houses of the seven open ports of China will be forwarded to Pekin. And money in China is quite as essential to support a war policy as in Europe. I want to compel every part of China to look to its own defence, while we press heavily in the most important direction, and I desire to make all China welcome peace instead of giving them reason to suppose, with all the natural perversity of the Chinaman, that you attack Pekin because it happens to be the most vulnerable part of the empire. To make any treaty a sound one in China, as well as everywhere else in the East, you must make them fear the consequence of a breach of their engagements; and the course of operations that I advocate would do much to impress all the provinces with the fact that the Emperor has acted wisely in departing from the wisdom of his ancestors, and that peace rather than war is desirable with the "red-haired ones."

If your readers will turn to Mr. Oliphant's valuable work, just published, they will find in the concluding part of the narrative of the negotiations at Tien-tsin how embarrassed Lord Elgin was at a most critical moment by the threatening action of one Hwang (Governor-General of the Quang provinces, after Yeh's decease). That worthy, while his master, through the then Prime Minister, Kweiliang, was signing a treaty of perpetual peace and amity with England, raised the braves of the country around Canton, and made war upon us. It was this hostility, officially exerted, of the Cantonese, which prevented Lord Elgin's proceeding to Pekin in 1858, and there at once putting at rest all further question of the reception of a British envoy, as well as the ratification of his treaty. This is what I would desire to see prevented in future, and it may best be done, I argue, by preserving the initiative, and being the assailant instead of the assailed. Mr. Oliphant has a vision of burning cities,—Ningpo and Shanghai in flames. Surely he is not in earnest in believing that any such practical creature as a Chinaman would burn down his city because we forbid the Custom-houses to remit the dues paid by our merchants for the purpose of buying guns, powder, and shot, wherewith to oppose our diplomatists and soldiers! At any rate, I will suggest a remedy, which most in China will recognize, I think, as likely to be efficacious,—that notice be formally given at the seven open ports, that if our merchants' houses are burnt down we shall simply retaliate by setting fire to all their dwellings in the said cities. When the rebels, or Taepings, some years since threatened more than one of the five ports, we ceased paying duties as well as the Americans, yet it led to no such fearful consequences as those upon which Mr. Oliphant bases his views. I, of course, expected to be charged with looking at the question from a purely military point of view. As a professional man my opinions are naturally open to such a charge, but no one is more deeply impressed than I am with the importance of the commercial and political interests now at stake on the eastern frontier of Asia, and it is to insure our Exchequers' receiving the 10,000,000*l.* in taxes upon teas, &c., without an annual drawback of 2,000,000*l.* or 3,000,000*l.* to support a huge fleet and army in China, that I deprecate a petty war and a patched-up treaty. Great as is the sum now flowing into our treasury, as well as that of India, from the present trade with the seven ports of China, it is a mere fraction to what will accrue if the Elgin Treaty of 1858, in its original integrity, be carried out. Now is our opportunity; we have right upon our side, and, if an Asiatic is capable of one generous feeling, the Emperor of China ought to be impressed with the fact that, beyond guarantees and indemity, we demand no more in 1860 than he conceded to us in 1858.

Touching indemnity, all Imperial property should be sequestrated. The grain annually imported into the Pecheli province is all Imperial property. The active operations carried on north of the Yang-tze-keang will in no way affect our present commerce; we have neither imports nor exports to any portion of that coast between the head of the Gulf of Pecheli and the Yang-tze-keang, and both there as well as up the Yang-tze our soldiers and sailors would, as in the first war, be the pioneers of the merchant, missionary, and traveller.

I again repeat that the Chinese commercial monopolists are at the bottom and the main supporters of the present war policy in Pekin. I dare say, as Mr. Oliphant hints, that I should fail to prove my case if it were tried by a jury of lawyers, and our innocent friends, the great Shangtung Mercantile Hong, be declared not guilty. They, however, were the first to raise an outcry against the opening of the northern ports. We outsiders at Shanghai knew that the whole of the Chinese merchants were moving every lever to influence Lord Elgin before the supplementary treaty was signed, and I have always imputed to the pressure brought by those gentry upon the Imperial Commissioners many important concessions which they obtained from our Embassy in the arrangement of the tariff, &c. I can, moreover, show by figures and facts, that directly our merchants and consuls have access to the western and northern portions of China the profits of all the great mercantile guilds, through ramifications of which all our imports and exports are managed, will be most seriously diminished; they will no longer be able to "bear and bull" the markets as they now do. The supply of food for the millions who inhabit the province of Pecheli and its huge capital will pass into the hands of Europeans, and the carrying trade coastwise of the north, as is already that of the south, will be carried on in English, American, and German bottoms. And, lastly, the manufactures of Manchester and Leeds will, for the first time, be able to enter into fair competition, and doubtless successfully, with the handlooms of China.

Is it, therefore, to be wondered at that every merchantship or junk owner in China is alarmed at the prospect of such changes? Yet we know they must come, and that it is folly for us to attempt to legislate for Chinamen and at the same time advance British commercial interests, or, indeed, those of European civilization generally. Yet this is exactly what we often try to do—seek a middle path between right and expediency; and it is there we fail. If the power-looms of England can be kept working upon mere sentiment, let us cease to strive to force ourselves upon China; but if we know, on the contrary, that there are millions there ready to buy cottons and sell us teas if we will only break down the unrighteous walls of commercial monopoly and official jealousy, which bar them from us, then I say, let us pitch Hong merchants and Mandarins overboard, and deal with the question firmly and justly, knowing that what is to our interest is to the advantage of the masses in China likewise. Touching those same merchants, I may relate that hardly were we clear of Tien-tsin in 1858 when Sing-u-losin, who represents the war party in Pekin, issued a proclamation, which called upon all the loyal subjects, merchants, and guilds of northern China to supply him with the means of preventing the barbarian returning to Tien-tsin. The respective quotas of money, iron, and spars were mentioned, and I remember wondering at the time whether that distinguished head of the Pekinese war party intended to stake the river across, and then I as well as every one else, dismissed the subject from my mind, little thinking that when in subsequent *Gazettes* we heard of officials, gentry, and merchants being decorated for patriotic contributions, those supplies aided by the disinterested advice of some Europeans, were preparing such a hornet's nest as the Peiho proved to be in 1859. One lesson should suffice, and false humanity must not a second time be allowed to bring down such sorrow and insult upon our flag.

"J. C." quotes the Blue-book, and questions my knowledge of it. Alas! I know it so well as to have ceased to believe in it. He says I am not cut out for an adviser to the Chancellor of the Exchequer. He is very likely to be right; but I can, at any rate, correct his figures, and that upon the authority of the Pekin gazettes, many of which have been translated by the talented Chinese Secretary of the British Legation, Mr. Thomas Wade. In May, 1850, one of the Imperial censors writes:—"As to the grain magazines of Pekin, there may be enough for the current year, but the supply promised for the ensuing year (1851) is but 2,000,000 piculs, which will only last some months." Here we have 100,000 tons of grain declared insufficient for the wants of the capital and the adjoining province, and the censor proceeds to say, that in Sz'-chuen, the province of which Keshen was then Governor-General, there were 2,029,030 piculs of grain and pulse in store, half of which, or 50,725 tons, should be sent at once to Pekin through the route by Hupeh; and furthermore adds the censor, as "the provinces of Shantung, Shansi, and Honan had severally reported their ability to send 200,000 piculs, or 10,000 tons, they should be required to do this at once." Thus "J. C." will see that in 1851 it was calculated by those immediately interested that the capital would require, besides 100,000 tons of grain from the ordinary sources, 50,725 tons from Sz' chuen and 10,000 tons from the northern provinces contiguous to it, or a grand total of 170.725 tons, equal, at "J. C.'s" price, to 1,707,250*l.* sterling. It is this I calculate our putting our hands upon, not the petty fraction to which Mr. Oliphant must allude.

I am, Sir, yours obediently,
SHERARD OSBORN,
Captain.

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